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AVIATION
Modeller
International

USN Series
– F5D-1

Hun – The Showman

by Richard J. Caruana

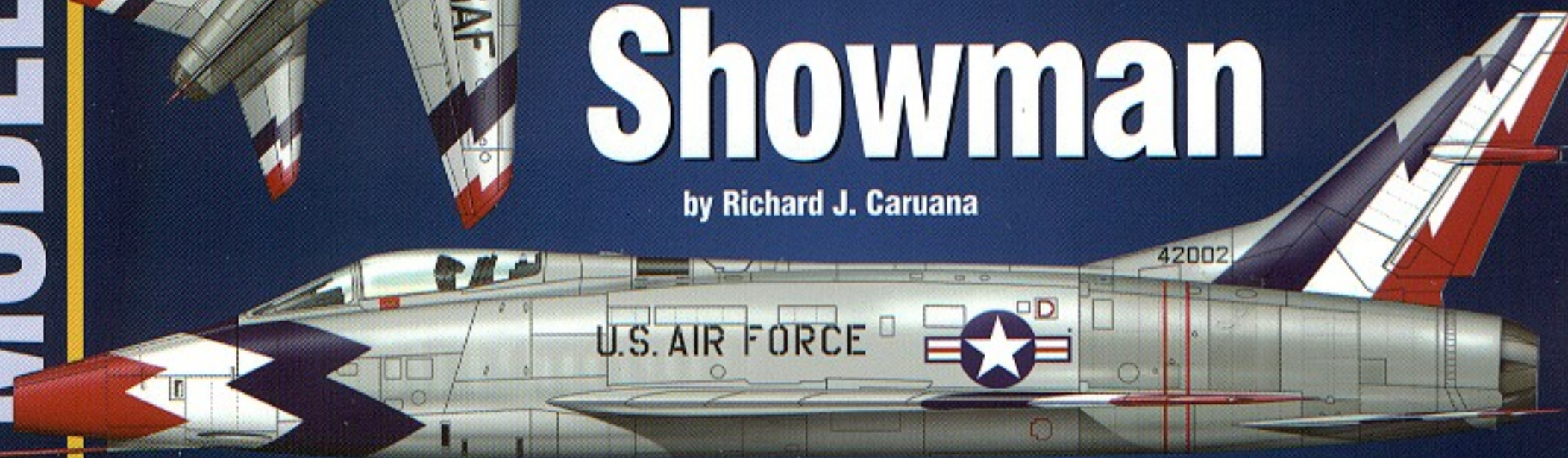
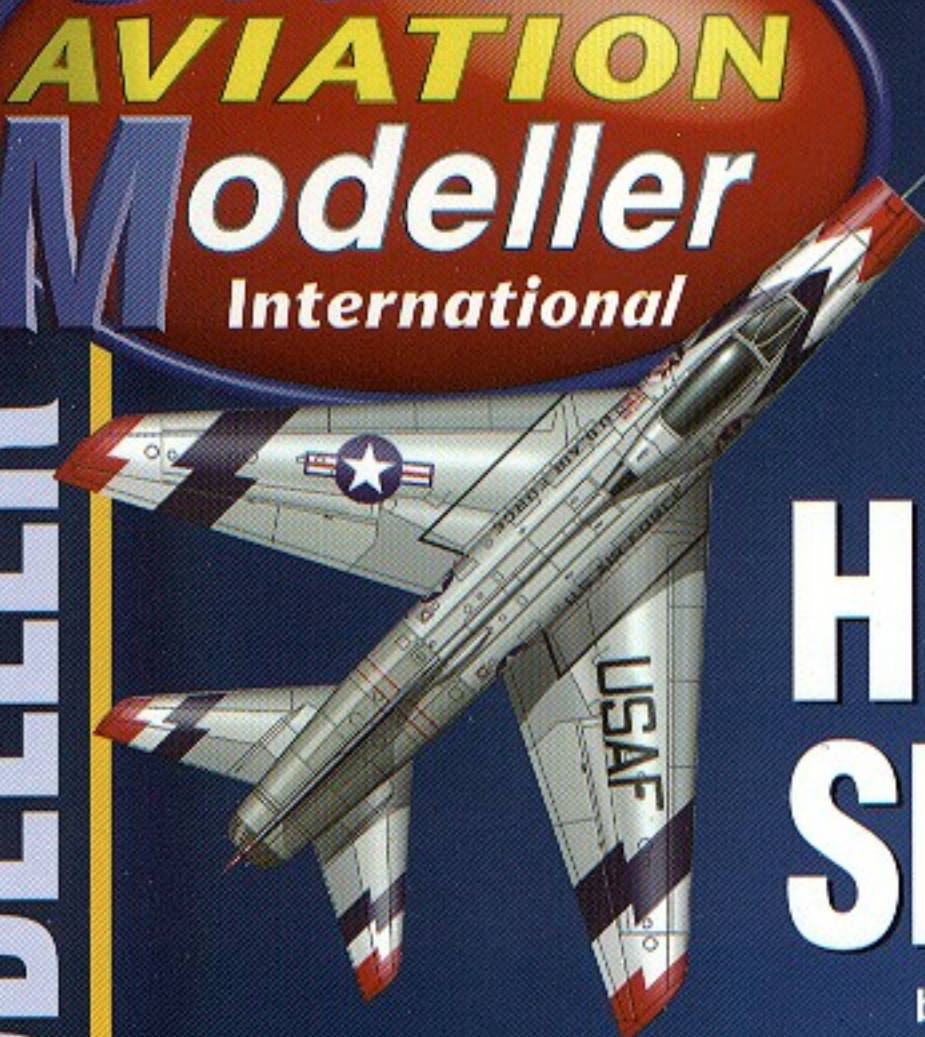
Vickers Varsity

LeO.30

Plus Tiger Hawk Diorama – Pt.4
Photo Album – Avro Rota

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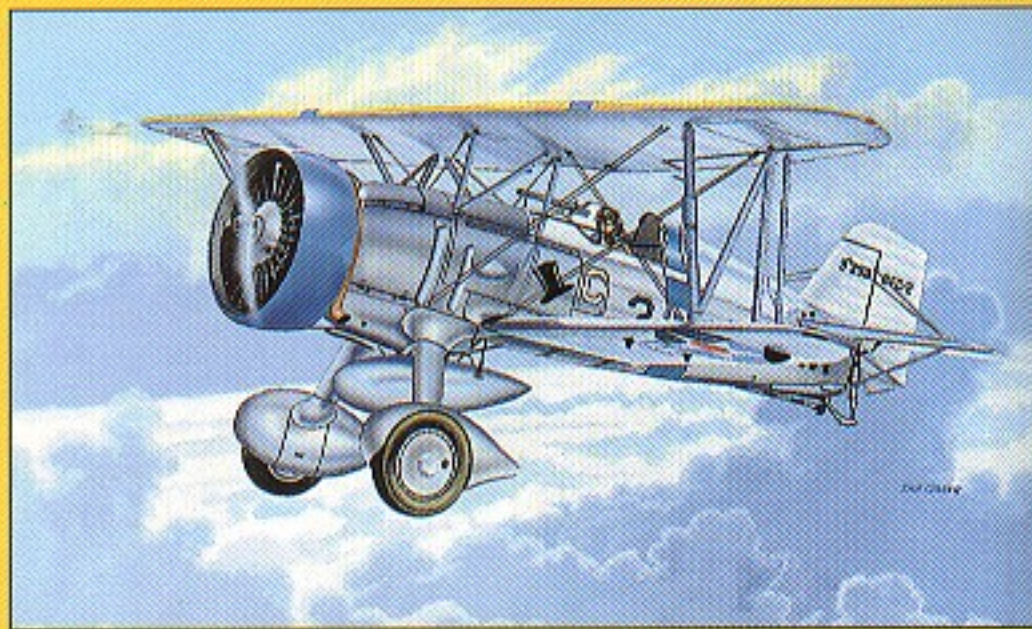
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tors are at SAM Publications on a daily basis and the Editor asks for
all enquiries to appreciate this fact and be patient. Please understand
that the staff at SAM Publications do not have access to the
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anticipate a reply, thank you.

Samples for Review

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products within its pages. Any item which you feel is appropriate will
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have products reviewed within Scale Aviation Modeller International
should send them directly to the editorial address and clearly mark
them for the attention of the Editor. Confirmation of receipt of the
samples will be supplied if requested. For all international companies
etc. the above applies, but please ensure that the package is clearly
marked for customs as a sample, free of charge to reduce the risk of
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Modeller International. A full address information is not included with the
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suitable UK sources and try contact them directly if it is noted that
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of companies which do not advertise in this magazine. Also note that
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aviation research for enquiries. Thank you.

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Editorial

Volume 6 Issue 10

Editorial

This month's editorial takes the form of a 'thought for the day', as
Robert Day our show reporter posed a question with me a few weeks
ago that got me thinking. Here is what he had to say...

Time for a National Collection?

"As a result of having to sort out family affairs following a
bereavement, I have recently become concerned about what will
happen to our model collections when we are gone.

The state of the model-making art has moved ahead so much in
recent years that the models we now produce are almost works of art;
yet it is likely that after our deaths, they may be disposed of either on
the open market, or to younger relatives who may not appreciate the
importance of what they have acquired.

There are a handful of museums which have limited collections;
but often, these are tucked away in dusty corners, without any
prominence being given to the collection. Furthermore, these
collections are sometimes more notable for their size rather than their
quality. And there is little interpretation of these models as to what
they represent. There is a dedicated Toy and Model Museum in
London; but this looks at its exhibits as a part of social history, rather
than as exhibits in their own right. To this museum a Japanese
tinplate robot fruit machine is as important as, say, an exquisite
scratch-built large-scale model locomotive.

We should give consideration as to whether there is a need to set
up a dedicated 'National Collection of Scale Models', which would

preserve, display and
interpret models we have made
so that our craftsmanship may be
properly appreciated by future generations. Such a museum should:

- 1. Secure collections by donation, bequest and purchase.
- 2. Carry out renovation of models.
- 3. Become a repository for research into the models and their subjects.
- 4. Display the models to the public in an appropriate environment and with adequate interpretation of the models as exhibits.

This is a long-term project which would require the good will of a
very great number of people for it to happen. Securing suitable
premises and adapting them for the purpose, and drawing together
sufficient people (most likely, in the early stages at least, volunteers)
with the necessary skills to maintain and research models, would be
neither a quick or cheap exercise. But think of this next time you are at
a model show - in a few years time, would you like to see the models
we have built being pushed around the carpet?"

Certainly something to think on, and one I am sure all the major
manufacturers could play a key part in. If you have any comments you
would like to make about the points raised above please do so directly
to Robert at 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ or
Email: rday@madasafish.com.

Richard A. Franks
Editor

News & Reviews

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The latest modelling news from around the
world.

756... Previews

Our initial look at new kits that we have
received for review.

760... Reviews

The Review Team builds a selection of the
latest kits.

768... Accessories

This month we take a look at recent products
from Neomega, Cobra Company, Hasegawa,
Seamless Suckers, Airwaves, C&H Aero
Miniatures, Dangerboy Hobbies, CAM,
Obscureco Aircraft, J. Rutman and The
Modeler's Weapons Shop. Also includes
news section.

774... Decals

Some of the latest sheets from Custom
Aeronautical Miniatures, White Dog Decals,
Fantasy Printshop, Orion Model Accessories,
AeroMaster, Leading Edge Models, Liveries
Unlimited, Airways Graphics, T-Stoff,
Research Ltd, Tally Ho! and Cloud Master.
Also includes news section.

781... Modelling Products

The latest additions to Eduard's 'Express
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the Black Magic™ range from Meteor
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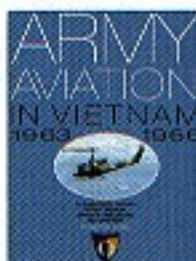
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Paul Janicki tackles Aeroclub's 1/72nd scale kit.

792... Hun - The Showman

This month Richard J. Caruana takes a look
at the N.A. F-100 and includes a selection of
colour profiles (including the Skyblazers)
and scale plans.



810... USN Series - 1

Steven J. Corvi kicks off this new series with a
build of the Douglas F5D-1 Skylancer in 1/48th
scale from Collect-Aire



818... Photo Album

Detailed photos in and around the Avro Rota
(Cierva C.30).

823... Diorama - Pt.4

Nick J. Wigman continues his series dealing
with the whole subject of dioramas for your
models



800... Tiger Hawk

John 'Tigger' Wilkes starts off with an I.D vac-form,
but ends up scratch building most of it, when he
builds an all-black BAe Hawk in 1/32nd scale.



814... French Model!

The Cierva C.30 was built in a number of countries
and JMGT's 1/48th scale LeO.30 version is built by
R.A. Franks



Airfix

1/24th

Available in the UK in mid-August was the revised BAe Harrier, now in GR Mk 3 form (#18003). Even with the revised components, this kit is £49.99 in the UK.



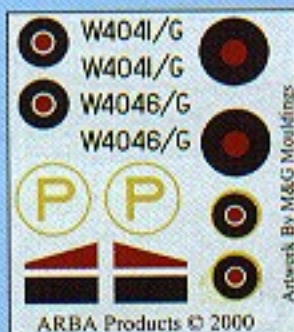
Pioneer Update

When I built the Arba 1/48th scale Gloster E.28/39 Pioneer in the August edition (See Vol 6 Iss 8 Page 642-5), I stated that the kit did not include any decals. This is apparently not the case, as Arba have informed me that all examples do include decals, and have supplied me with a set.

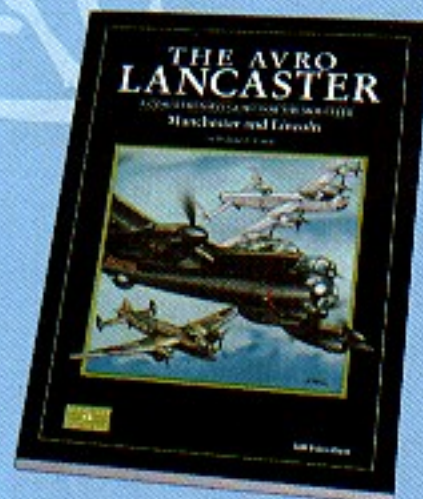
As you can see these offer markings for the first prototype W4041/G, as well as W4046/G.

My apologies to Arba for this error, and to our readership for any confusion it may have caused.

Richard A. Franks
Editor



New from SAM Publications Modellers Datafile 4



Available soon
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See page 821

PJ Productions

1/72nd

PJ have just confirmed that the next two resin kits they will produce will be the Dassault Mirage IIIC and the Hawker Hunter F Mk 4. We will bring you more details once we have them.

1/48th

New resin kits from this manufacturer include the Stampe SV4B 'Belgian Air Force' (#481001) and Stampe SV4C 'French Navy' (#481002), both of which are £29.95 each.

Italeri

1/72nd

The August release in this scale was the F-16A/B 'NATO Falcon' (#1204) at £5.99.

1/48th

Released in August in the UK was the AH-64D Longbow Apache (#0863) at £8.99.

Czech Model



1/48th

The latest kit from this range is the Curtiss XP-55 Ascender (#4806). It features limited-run injection moulded plastic with resin cockpit, wheels etc and is £31.95 in the UK.

Duarte

1/144th

Another new name to us, this firm has just released a resin kit of the Embraer ERJ-145 (#14401). The kit features decals and retails for £18.00 in the UK.

Academy

1/48th

The Lockheed T-33 Shooting Star (#2185) and Grumman F-8F Bearcat (#2186) previewed last month are now available in the UK and they are £13.99 each.

ICM

1/72nd

The long awaited Polikarpov I-16 Type 24 has now been released by this manufacturer.

HR Models

1/72nd

The most recent resin kit from HR is the Nieuport Ni.23 (#7257), and it is £12.90.

Maquette

1/144th

News is that this firm will be producing a number of kits in this scale, so far the Beriev A-40 Albatross and Ilushin Il-76 are the only ones mentioned, but apparently there are 'others' planned.

1/72nd

Surprisingly, the news is that this manufacturer is working on the final stages of a new kit of the Messerschmitt Me 163. We have no further details on this kit, but will keep you informed. Apparently they are also working on a revised version of the Boeing B-17E, based on the old FROG kit.

Hasegawa

Noted in Japan is the planned reissue of the 'Egg Plane' kits. Love them or loath them the series will include the Space Shuttle (#ES11/Y600), Hughes 500 (#ES13/Y600), SR-71 Blackbird (#ES15/Y600), Zero Fighter (#EW1/Y600), Phantom II (#EW3/Y600), F-16 (#EW4/Y600), F-86 (#EW6/Y600) and Harrier (#EW8/Y600).

1/200th

New in Japan during September was the Boeing 767-200 'Japan Airlines' (#10634/Y1500), Boeing 747-400 'United Airlines' (#10625/Y1800) and Airbus A321 'All Nippon Airways' (#LL28/Y1200).

1/144th

New in Japan during September was the YS-11 'Japan Aviation Bureau' (#10626/Y1800).



1/72nd

The latest releases in the UK from Hasegawa include the Ki-67 Peggy with guided bomb (#00082/£19.99), Heinkel He 51A/B (#00083/£7.99), SOC-3 Seagull (#00084/£7.99) and Mitsubishi Ki-46-III 'Dinah' (#CP6/£15.99).



New and reissued items listed for release in Japan during September include the F-14A Tomcat 'VF-154 Millennium Special' (#00127/Y2400), Tornado GR Mk 1 'Defence Research Agency' (#00097/Y1800), D.H. Mosquito FB Mk VI 'Coastal Command' (#00098/Y2000), MiG-29 Fulcrum 'Polish A.E. Cigogne' (#00124/Y1400), Nakajima Ki-84 Type 4 Fighter Hayate '22nd Flight Regiment' (#00121/Y1200), Hawker Hurricane Mk I 'I.R. Glead' (#00122/Y1200), Messerschmitt Me 262 (V-186) 'Heinz Barr' (#00099/Y1600), Dassault Mirage F1C 'Normandie-Niemen' (#00123/Y1200), G.D. F-16D (Block 50) Fighting Falcon (#00125/Y1000) and Aircraft Weapons VII [U.S. Special Bombs & Lantern Pods] (#X72-12/Y500).



Items due for release in November will be the F-15J Eagle 'JASDF' (#GE12/Y1400), F-15C Eagle 'USAF' (#GE13/Y1400) and F-14A Tomcat 'Pacific Fleet' (#GE14/Y1600).

1/48th

September releases in the UK include the P-51D 'Miss America' (#09350/£16.99), F-4J 'VX-4 Vandy 1976' (#09353/£21.99), P-38F/G/H Lightning (#JT003/£18.99), Lockheed F-104J Starfighter (#PT18/£16.99) and the Aircraft Weapons Set D (#X48-8/£10.00).





Due for reissue in Japan during September is the P-38J/L Lightning 'Satan's Angels' (#09358/¥3600).



Monogram kits due for release within the Hasegawa range in Japan include the Northrop F-5E Tiger II (#HM169/¥2600), B-17G Flying Fortress (#HM170/¥4600), Messerschmitt Bf 110G 'Nachtjäger' (#HM141/¥5300), PB-5A Catalina (#HM142/¥6400).

Confirmed for release in October are the NIK2-J 'Late Model' (#JT74/¥2000) and F4U-5N Corsair (#JT75/¥2200). Due in December will be the Nakajima B5N2 Type 97 Bomber (#JT76/¥2600).

1/32nd
Released in the UK during September was the Focke Wulf Fw 190D-9 'Hi-Grade' (#08120/£39.99).

Red Sky

1/72nd
The latest injection moulded kits are the Yakovlev Yak-7A (#7201/£4.80), Yakovlev Yak-7V/UTI-2 (#7203/£4.80) and Polikarpov I-185 (#7204/£4.80).

Czech Omega

1/72nd
The most recent resin kits from Omega include the Yak-7 with M-82 radial engine (#7233/£17.40), Rogozarski R-100 (#7236/£17.40) and Farman MF-11 (#7240/£21.00).



Verlinden

1/32nd
The latest accessory set in this scale is for the Hasegawa F-104C (#1567), and it is £19.00.

1/48th
The most recent detail set in this scale is for the Accurate Miniatures B-25 (#1574) and it is £14.25.

Flightpath

1/48th
Available once again under the Flightpath label is the old PP Aeroparts kit of the Fairey Firefly Mk I (48020). This vac-formed plastic, metal, resin and etched brass kit is £79.95. Also available is the Fairey Firefly Mk 4/5 (#48050), which is also £79.95.

Sharkit

1/72nd
A resin conversion of the Northrop X-21A (#7215/£30.00) is now available from this manufacturer.

Tamiya

1/72nd
Confirmed for release during September in Japan are the Vought F4U-1D Corsair (#60752/¥1000), D.H. Mosquito FB Mk VI/NF Mk II (#60753/¥1500) and the F-51D Mustang (#60754/¥1000). Due for release in November is the Messerschmitt Bf 109E-4/7 (#60755/¥1000) and the December release will be the Supermarine Spitfire Mk Vb/Trop (#60756/¥1200).

1/48th
Due for release in Japan during November is the Dornier Do 335A 'Trainer' (#64076/¥3000), while in December the F-84G in 'Thunderbirds' colours (#61077/¥2600) is also due.

1/32nd
Due for release in Japan during September is the Mitsubishi A6M Zero Model 52 (#60309/¥6200), as well as the Motor & Light unit for it (#60310/¥1500).

Minicraft

1/144th
The latest additions to the Minicraft range in this scale include the Boeing 707 'Air Force One' (#14457/£10.99), Constellation 'Air India' (#14460/£8.99), Lockheed Electra 'National' (#14461/£8.99) and the Boeing 737-300 'Aer Lingus' (#14462/£8.99).



MTS

1/48th
The latest resin kit in this range is the VEF 1-16 (# 4805). This kit includes decals and retails for £24.95.



1/48th
New arrivals in the Minicraft range include the P-38J Lightning (#11625) and the Grumman XF5F-1 (#11628), both of which are £13.99.



RVHP

1/72nd
New resin kits in this range are the Letov S-10 'Czech' (#7225/£15.00) and the Aero A-1 1919 (#7248/£13.50).



HR Models

1/72nd
The latest resin kit from HR is the Nieuport 23 (#7257/£12.90).

Fine Molds

1/72nd
The latest kit from Fine Molds is the Mitsubishi A7M Reppu Model 11 (#FP-18/¥1800).

Fujimi

1/72nd
Released in Japan recently was the F-16A Plus '50th Anniversary' (#72110/¥2200).

Marushin

1/48th
Noted in Japan was a kit of the Type 99 Bomber Model 22 (#73611/¥8500) from this manufacturer.

News Update

Hit Kit

The latest limited-run kit from Hit Kit is the LVG.C.V. 'Benz IV' (#7216/£9.95).



Industry News

AeroMaster

The 'will they, won't they?' debate continues on the re-establishment of the 'Warbird Color' paint range from AeroMaster. During August we were told that...

"As you are aware, AeroMaster products discontinued their line of Warbird Colors two months ago. The reply of the modelling fraternity has been overwhelming in favour of a quick reintroduction into the market. For two months we have been involved with negotiations with the Testors Corporation (the manufacturers of AeroMaster paints) trying to find a favourable solution for everyone. Very happily, today I am able to inform you that an agreement is imminent.

Several ideas for new and exciting products were discussed during these negotiations and with your support, all these ideas will shortly become more products."

However, it would now appear that all of the above negotiations have come to naught, as Hannants advise us that the paints will NOT be reintroduced. Make what you will of it, as we are all getting a bit confused, but it would seem that the Warbird Color series is unlikely to make a return.

Cobra Company

Although we have mentioned it elsewhere, here is the official statement from Cobra relating to the changes in their marketing policy.

"From now on Cobra Company will not be selling our items through shops. All of our sets will continue to be available through our Web site and by mail/fax order. Everyone will be seeing our regular ads in Scale Aviation Modelling International. (I imagine some inventory will still be available from distributors and shops, until they run out, of course).

This came about because we don't want to keep up with the demand to the distributors. We would rather bring out limited quantities of our sets and keep some time to develop new items - like our Sea Hawk! - Sherman Collings (President, Cobra Company).

Correction

Fokker D.II

The article on the Gavia kit that appeared on pages 706-9 (Vol 6 Iss 9) should have been within the World War One Wings series and it was by Dai Williams, not Nicholas J. Wigman. Apologies all round for that one.

Tomm

1/72nd

A new name to us, but this firm have released resin kits of the Vickers FB5 Gunbus (#7202), R.A.F. Be.12a (#72040) and UFAG C-1 (#7205), at £12.50 each.



Information wanted

If anyone has a current telephone number or address for any of the following companies or individuals, please contact SAM Publications in the first instance on 08 707 333373.

• Michael Green previously trading as House of Hobbies, 156 Balgore Lane, Romford, Essex RM2 6EP

• Stuart Tyrer previously trading as Windmill Models, 150-152 St. James Street, Burnley, Lancashire BB11 1NR.

• Justin Gorka previously trading as Swan Model Engineering Ltd., or Cloud Cover Models, Chester House, The Dingle, Colwyn Bay, Clwyd LL29 8HE.

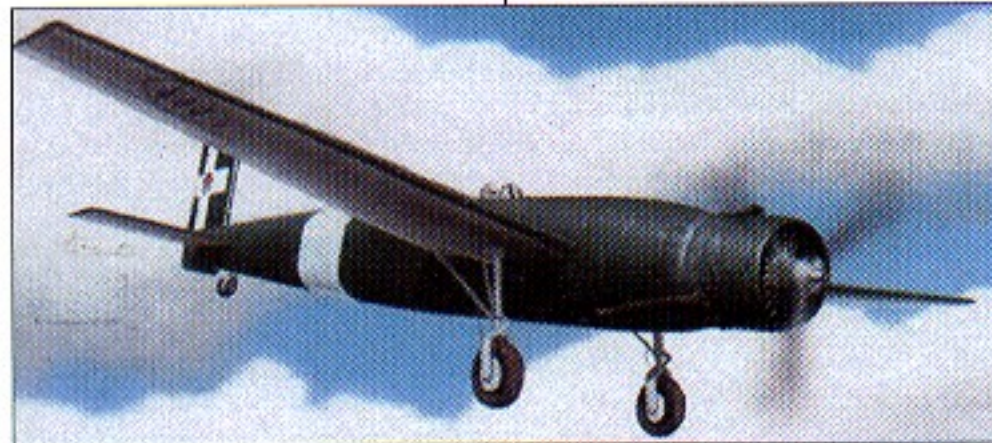
LF Models

1/72nd

New resin kits due from this manufacturer will include the Messerschmitt Bf 110B-1 (#7226), Aeronautica Lombarda A.R. (#7233) and Kellet YO-60 (#7234).

1/48th

Due for release in this scale are the Messerschmitt Bf 109 V-21 (#4804) and Fiat G.56 (#4805).



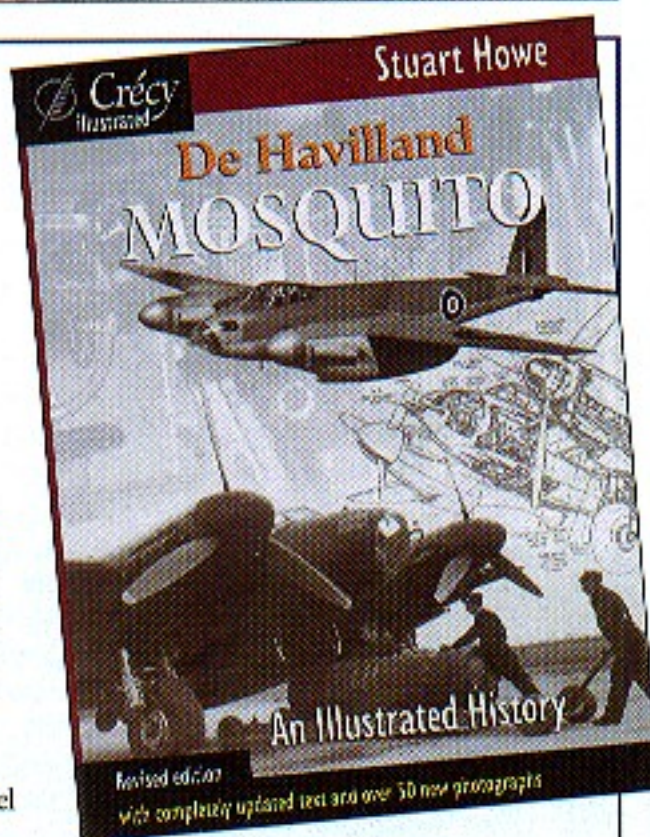
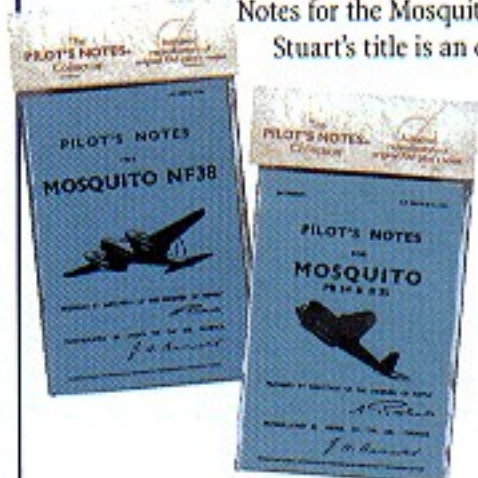
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This offer will allow you to obtain a copy of 'De Havilland Mosquito - An Illustrated History' by Stuart Howe (RRP £12.95), plus the Pilot's Notes for the Mosquito PR Mk 34 and NF Mk 38.

Stuart's title is an excellent reference source on the

Mosquito's service history and was reviewed in Scale Aviation Modeller International (See Vol 5 Iss 8 Page 634). The Pilot's Notes series are reprinted from original Air Ministry documents, and are an ideal source of information for the modeller. Each title includes clear photographs of the cockpit interior, with main instrument panel and both sidewalls usually shown.



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If you order from this magazine, you will receive 'De Havilland Mosquito - An Illustrated History' by Stuart Howe (RRP £12.95), plus the Pilot's Notes for the Mosquito PR Mk 34 and NF Mk 38 (£4.95 each) for just £15.00. This represents a saving of £7.85! on the cover prices.

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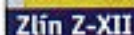
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The cover of the Kittyhawk magazine features a black and white photograph of a biplane, likely a Curtiss P-40 Warhawk, parked on a grassy field. The title "KITTYHAWK" is prominently displayed in a stylized font at the top left, with "MAY 1971" to its right. A small circular logo is visible in the top left corner. The overall design is typical of a vintage aviation publication.

AC-47
Gunship

"Spooky"

1:72 Scale
No. 107



G.D. E-16C Night Falcon

[illegible]

AH-1W SUPER COBRA

1/48

1/48

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Scale: 1/72nd
Kit No: 72128
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 18, Vac-formed Clear 1
Decal Options: None
Manufacturer: RS Models
Obtain in UK via: Hannants



North American F-86F Sabre 'MiG Killer'

Scale: 1/48th
Kit No: 2183
Price: £13.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 141 (Grey), Clear 7
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd.
UK Importer: Toyway.



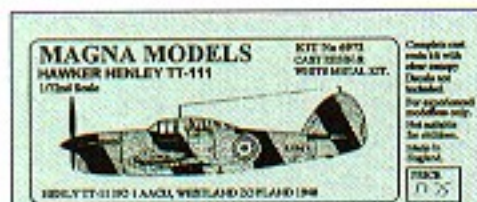
G.D. F-16A/B 'NATO Falcon'

Scale: 1/72nd
Kit No: 1204
Price: £5.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 90 (Grey), Clear 3
Decal Options: 4
Manufacturer: Italeri s.p.a
UK Distributor: The Hobby Company Limited.



JAS-39A Gripen

Scale: 1/72nd
Kit No: 008
Price: £5.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 82 (Grey), Clear 6
Decal Options: 3
Manufacturer: Italeri s.p.a
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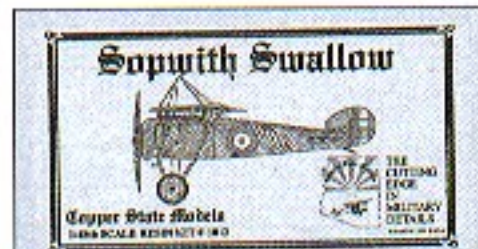
Hawker Henley T.T. Mk III

Scale: 1/72nd
Kit No: 6972
Price: £17.75
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 10, Metal 17, Vac-formed Clear 2
Decal Options: 1 (Serial Nos Only)
Manufacturer: Magna Models



Bel AB 204B 'Rescue Helicopter'

Scale: 1/72nd
Kit No: 1201
Price: £5.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 46 (Green), Clear 9
Decal Options: 3
Manufacturer: Italeri s.p.a
UK Distributor: The Hobby Company Limited.



Sopwith Swallow

Scale: 1/48th
Kit No: CSM #1012
Price: \$41.99 (+P&P)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Etched Brass
Parts: Resin 6, Metal 25, Etched 67, Acetate 8
Decal Options: 1
Manufacturer: Copper State Models
Obtain in UK via: Aeroclub



Borovkov-Florov I-207/3

Scale: 1/72nd
Kit No: 72024
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 21 (Grey), Resin 6, Vac-formed Clear 2
Decal Options: 2
Manufacturer: Pavla Models
Obtain in UK via: Hannants



BAe Harrier GR.3/AV-8A/AV-8S

Scale: 1/24th
Kit No: 18003
Price: £49.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 305 (Grey), Clear 7, Rubber 6
Also Includes: Three-Piece Stand
Decal Options: 5 (2xRAF GR.3, USMC AV-8A, Spanish Navy AV-8S & Royal Thai Navy AV-8S)
Manufacturer: Airfix Ltd.
UK Distributor: Humbrol Ltd.



Avia Ba.422

Scale: 1/72nd
Kit No: 7297
Price: £18.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 29, Metal 1, Vac-formed Clear 2
Decal Options: 1
Manufacturer: RS Models
Obtain in UK via: Hannants



Grumman F-14A 'Bombrat'

Scale: 1/72nd
Kit No: 1202
Price: £7.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 72 (Grey), Clear 2
Decal Options: 2
Manufacturer: Italeri s.p.a
UK Distributor: The Hobby Company Limited.



Skoda Kauba V3

Scale: 1/72nd
Kit No: 72132
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 24, Vac-formed Clear 1
Decal Options: None
Manufacturer: RS Models
Obtain in UK via: Hannants



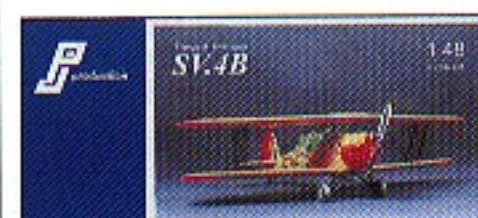
Cant Z.501 'Gabbiano'

Scale: 1/72nd
Kit No: 112
Price: £7.99
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 103 (Grey), Clear 20
Decal Options: 3
Manufacturer: Italeri s.p.a
UK Distributor: The Hobby Company Limited.



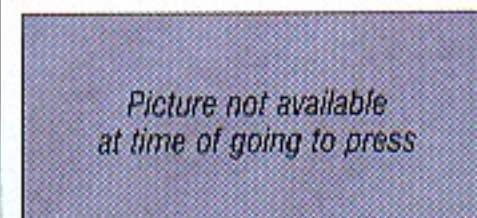
Arado Ar 65

Scale: 1/72nd
Kit No: 7291
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 34, Vac-formed Clear 2
Decal Options: 2
Manufacturer: RS Models
Obtain in UK via: Hannants



Stampe & Vertongen SV.4B

Scale: 1/48th
Kit No: 48101
Price: £29.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Resin 27, Metal 16, Etched 17, Vac-formed Clear 2, Acetate 6
Decal Options: 1
Manufacturer: PJ Productions
Obtain in UK via: Hannants



Farman F.60 Goliath

Scale: 1/144th
Kit No: N/A
Price: \$15.00 (+25% P&P)
Panel Lines: N/A
Status: New Tooling ✓
Type: Vac-formed Plastic, Resin & White Metal
Parts: Vac-form 23, Resin 6, Metal 2
Also Includes: Plasticard, Brass Rod & Two Lengths of Strut Material
Decal Options: 3
Manufacturer: V.L.E. Models

Good Stuff (again!)

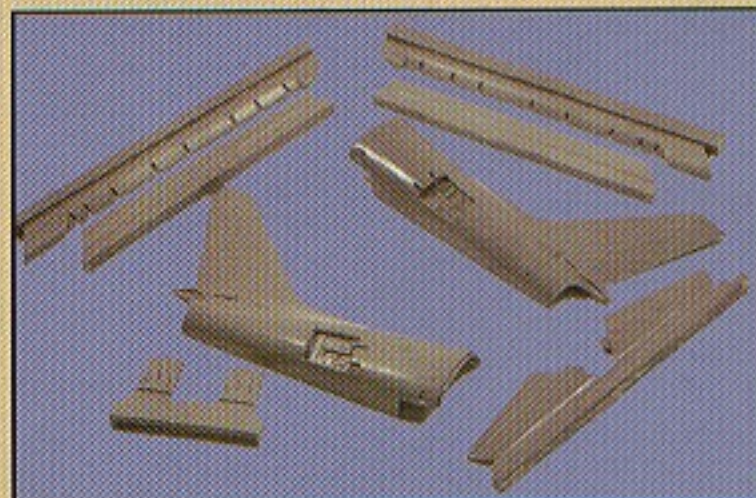
Cutting Edge

MODELWORKS



CEC48257 Martin Baker GQ7 ejection seat for the F-104G WITHOUT belts (the cockpit sets include seats WITH belts)

CEC48252 F-104C Super Detailed Cockpit Set



CEC48196 F-86A Conversion Set



CEC48250 F-104G/J Super Detailed Cockpit Set

Resin Sets

- 1/32
- CEC32026 F-4G Conversion (for Tamiya F-4; requires set CEC32024). This set contains the first accurate F-4G nose available in this scale along with the slotted stabilizers, long exhaust nozzles, and other parts necessary to make a F-4G Wild Weiser. Note that our set CEC32024 contains the wings and slats also required for the complete conversion. \$35.99
- CEC32028 German WW2 Oxygen Tubing (flexible hose with resin hose fittings) \$8.99
- CEC32048 MIG-15 Super Detailed Cockpit for Trumpeter \$24.99
- CEC32049 Israeli F-4 Refueling Probe \$7.99
- CEC32052 MIG-15/MIG-17 Intake Splitter \$9.99
- CEC32053 MIG-15/17 Ejection Seat \$11.99
- CEC32054 Soviet ASP-3N/PBP-1B Gunsight (1/32 resin) \$4.99
- 7/35
- CEC35002 StuG IV Pakalve II Return Rollers for DMU/Dragon \$5.99
- CEC35003 Pakplv II Klapp Gun Mantlet for Rubio barrel for DMU/Dragon \$4.99
- 7/48
- CEC48053 EA-6B Conversion: Fixes the extensive mistakes in the Revell kit; includes fixes for the wings, pylons, ECM, and fuselage \$34.99
- CEC48082 Su-22M Exterior Detailing Set. Includes resin outer wings, dropped slats & flaps, ECM, speed brake bays, etc. \$24.99
- CEC48085 He 111Z "Zwilling" Conversion (requires two Revell Monogram He 111 kits) (limited production) \$49.99
- CEC48087 Bf 109Z "Zwilling" Conversion (requires two Hobbycraft Bf 109s) \$29.99
- CEC48088 UC-130 Ski Conversion Set for Testors/Taleri \$19.99
- CEC48111 German WW2 Oxygen Tubing (flexible hose with resin hose fittings) \$7.99
- CEC48177 F-80 Shooting Star Super Detailed Cockpit \$15.99
- CEC48184 B-25 Corrected Cowls for Accurate Miniatures (Early)... but you didn't even know how bad the Accurate Miniatures cowls are! Take a look at the photos to see the differences between the AM cowl (light gray plastic) and the correct Cutting Edge cowl (dark gray resin). AM got the ogive (curves) wrong, and inexplicably used a 30° cowl opening (36° is correct). \$14.99
- CEC48196 F-86A conversion set (contains complete new rear fuselage halves, horizontal stabilizers, clear cast "V" shaped windscreen, new leading edges with dropped slats, etc.) for Hasegawa/Academy \$36.99
- CEC48197 F-86E (Early) conversion set (contains clear cast "V" shaped windscreen and new leading edges with dropped slats) for Hasegawa/Academy \$24.99
- CEC48198 F-86E (Late) Conversion Set contains new leading edges with dropped slats for Hasegawa/Academy \$19.99
- CEC48214 I-2 Flaps & Control Surfaces for any Accurate Miniatures I-2 version \$12.99
- CEC48217 F-86 Seamless Intake \$12.99
- CEC48218 F-86 Seamless Exhaust Pipe \$8.99
- CEC48220 F-86F-40Sable Mk 6 Extended Slats for Hasegawa/Academy \$19.99
- CEC48224 B-25 Corrected Cowls for Accurate Miniatures (Late); includes cast-in place Clayton (initial) exhaust stubs. But you didn't even know how bad the Accurate Miniatures cowls are! Take a look at the photos to see the differences between the AM cowl (light gray plastic) and the correct Cutting Edge cowl (dark gray resin). AM got the ogive (curves) wrong, and inexplicably used a 30° cowl opening (36° is correct). \$14.99
- CEC48250 F-104G/J Super Detailed Cockpit with Lockheed C2 Ejection Seat (WITH belts) \$15.99
- CEC48251 F-104G Super Detailed Cockpit with Martin Baker GQ7 Ejection Seat (WITH belts) \$15.99
- CEC48252 F-104C Super Detailed Cockpit with Lockheed C2 Ejection Seat (WITH belts) \$15.99
- CEC48253 F-104A Super Detailed Cockpit with Lockheed C1 Ejection Seat (WITH belts) \$15.99
- CEC48254 Lockheed C2 Ejection Seat WITH Belts for F-104 \$6.99
- CEC48255 Lockheed C2 Ejection Seat WITHOUT Belts for F-104 \$6.99
- CEC48256 Martin Baker GQ7 Ejection Seat WITH Belts for F-104G/TF-104G \$6.99
- CEC48257 Martin Baker GQ7 Ejection Seat WITHOUT Belts for F-104G/TF-104G \$6.99

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- CEC72014 F-86A conversion set (contains complete new rear fuselage halves, horizontal stabilizers, clear cast "V" shaped windscreen, new leading edges with dropped slats, etc.) for Fujimi \$25.99
- CEC72015 F-86E (Early) conversion set (contains clear cast "V" shaped windscreen and new leading edges with dropped slats) for Fujimi \$16.99
- CEC72016 F-86E (Late) Conversion Set contains new leading edges with dropped slats for Fujimi \$13.99
- CEC72017 F-86F-40Sable Mk 6 Extended Slats for Fujimi \$13.99

Cutting Edge Decals

1/48

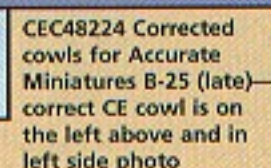
- CEC48103 Me 262 #2: -1a White 19 of Kommando Nowotny; -2a White F of JV 44 (formerly KG 51); -2a White B of 1/KG 51; -2a Red B of 2. KG 51 \$7.99
- CEC48104 Fw 190s #4: Fw 190A-7, Black Chevron O, Stab L/G 1, Wilhelm Krebs; Fw 190A-8, Black 7, III/JG 54; Fw 190A-7 MK, Black 1, 2/JG 11; Fw 190A-8, Black 15, III/JG 54 \$7.99
- CEC48107 F-84s #2: F-84G FS-466 "Ricepaddy Ranger," 8 FBS; F-84G FS-111-B "Five Aces," 69 FBS; F-84E FS-139-A Jim Simpson (MIG killer) \$7.99
- CEC48111 F8Fs #1: F8F-1, CAG 19 special markings; F8F-2 VX-2 drone controller-very colorful! Includes FULL stenciling! \$8.99
- CEC48112 F8Fs #2: F8F-1, VF-3, 1946; F8F-2, Jolly Rogers; two French F8F-1s Includes FULL stenciling \$8.99
- CEC48120 F4F Wildcat #1: Four killer schemes from the Marine contingent on Guadalcanal-produced from photos from the collections of the pilots involved! Lt Jim Swett, VMF-221; Capt Marion Carl, VMF-223 (displaying 19 kills); "Indian Head" from unknown Marine unit; Capt Joe Foss, VMF-121. \$7.99
- CEC48122 Mossies #1: Four Mosquito NFIs from 418 Sq. RCAF; "Moonbeam McSwine," FL James Luma, TH-U; "Cousin Jake," FL Charles Scherf, TH-F; "Black Rufe," S/L Robert Kipp, TH-M; "City of Edmonton," TH-J. Artwork from closeup photos! \$7.99

Teknics 1/48

- TK48024 Back in Production! R-2800 Aircraft Engine (Resin & Etched Metal) \$13.99
- TK48035 Limited Production! R-2800 Aircraft Engine Special Edition with aft end detail and etched metal engine stand for display out of the aircraft \$19.99
- TK48071 F7F Landing Gear (nose and main) in jewelry-quality LOST WAX CAST BRASS! This is a truly amazing set, and it will NEVER sag or droop! It's very expensive, but there's a LOT of brass (and DETAIL!) there for the price! \$24.99



CEC48184 Corrected cowls for Accurate Miniatures B-25 (early)—correct CE cowl is on the left



CEC48224 Corrected cowls for Accurate Miniatures B-25 (late)—correct CE cowl is on the left above and in left side photo

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Nieuport 23

Technical Data

Scale: 1/48th
Price: £8.95
Kit No.: 8075
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 56, Clear 1
Decal Options: 2
Manufacturer: Eduard M.A.
Sample via: LSA Models

The Kit

The kit comprises 56 plastic parts for the main airframe components. These are well moulded with little flash. The wings are particularly well executed with restrained rib representations and very thin trailing edges. There are recessed panel lines where appropriate on the fuselage. A small clear moulding is provided for the windscreen.

Apart from the decals, the kit is identical to the earlier Nieuport 17 kit. Some of the kit parts are not used in this version of the model (leaving a spare cowling, a spinner and an extremely well moulded Lewis gun). The Nieuport 17 has been released in a 'Profi Pac' version with a comprehensive etched brass set. None is provided in this kit and I am unsure whether or not a 'Profi Pac' version of the Nieuport 23 will be released. The Nieuport 17 etched set is available separately however and will be applicable to this kit.

The clear and plastic parts are separately bagged with the windscreen being stapled to the box to prevent damage.

The Instructions

The multilingual instructions are presented on a single folded sheet of paper. The first sheet contains a brief history of the aircraft. This is followed by a sheet containing a parts breakdown diagram, a description of the symbols used in the construction diagram and a section on paint references. References are given for Tamiya, Humbrol, Revell, Testors and AeroMaster paints. There are three sheets of assembly diagrams and two sheets of painting and marking diagrams. These are followed by a section advertising other existing and forthcoming releases.

Construction

Construction starts with the fuselage interior. I thought that the join line on the inside of the lower fuselage would be visible behind the pilot's seat. I therefore covered this area with a thin sheet of card. Note that the front section of the fuselage was made from plywood while the rear was fabric covered. The fuselage formers were preshaded with Dark Brown and the front of the fuselage and the floor was given a light coat of Dark Earth. The rear of the fuselage was given a coat of Tamiya Deck Tan to represent the fabric. The fabric on both the aircraft featured in this kit was covered with aluminium dope. I assumed that this would not carry through to the inside surfaces of the fuselage. I may be wrong here. The detail on the fuselage

walls and floor was given a coat of thinned down burnt umber oil paint and then drybrushed.

Thin steel wire was rolled straight beneath a ruler and added to the fuselage formers to represent cross bracing. Control cables from the footbar were also made from this material. The insides of the metal inspection panels were given a coat of buffable aluminium.

The seat does not carry the lightening holes of the original and these should either be drilled out or the seat replaced with an etched item. A cushion was added from card and painted to represent black leather. Seat belts also need to be added. I made these from masking tape carefully soaked in thin superglue to set them in place and detailed with shapes from an etched brass set to represent catches and buckles.

About the only discernible external difference between the Nieuport 17 and the Nieuport 23 is that the Vickers gun was moved off centre to the right. This suggests changes to the internal structure of the fuselage. There is a support member for the gun mounted centrally in front of the pilot. While correct for the Nieuport 17, I am not sure if it is appropriate for the altered structure in the Nieuport 23. Check your references here.

There are no locating pins on the fuselage so care needs to be taken when aligning the two halves. The lower wing is fitted at this stage. Some filling was required around the front of the fuselage - but nothing major as may be expected with a kit of this quality. There was some framing around the outside of the sloping portion of the engine firewall which I represented with 5 thou card strips. There is a cross member behind the pilot's seat which I represented with a piece of bent plastic rod. I also added a cushion for the pilot's headrest from card.

The cowling needs to have its lower portion cut away and the modeller is advised to test fit the cowling to the fuselage to ensure that the correct amount

of plastic is removed. There are strengthening strips on the cowling top which are represented by engraved lines. On reflection I should have replaced these with thin strips of 5 thou card.

The engine is a little on the basic side and a little detailing with thin rod is called for here - or replacement with an Aeroclub item. I would also advise replacement of the heavy looking control horns on the elevators and fin with etched items if you have any available.

I fitted the struts to the lower wing and fuselage before painting to get as strong a joint as possible, test fitting the top wing at this stage. It is necessary to refine both the locating holes in the wings and the tops of the struts to get a neat fit. I also fitted the Vickers gun before the top wing was fitted. This item is very well moulded indeed but would benefit from the addition of a cocking handle. There is a locating hole for an overwing Lewis gun in the top wing. This needs to be filled.

The top wing was fitted after painting and the application of transfers. This is usually the make or break point with this type of kit and I'm glad to say there were no problems here. Take care though as the wing struts have to be attached in the area covered by the underwing roundels. It would be easy to damage the markings during this part of the assembly. I applied a tiny drop of superglue to the hole in the wing rather than to the end of the strut to avoid smearing it around when the top wing was fitted and this seems to have worked.

Rigging was done with rolled steel wire attached with white glue. Things are easier if you leave off the propeller until the rigging is completed.

Accuracy

All dimensions seem to match up with published references. Also the kit parts match up very well with the plans in the Windsock publication on the Nieuport 17 - also appropriate for the Nieuport 23.

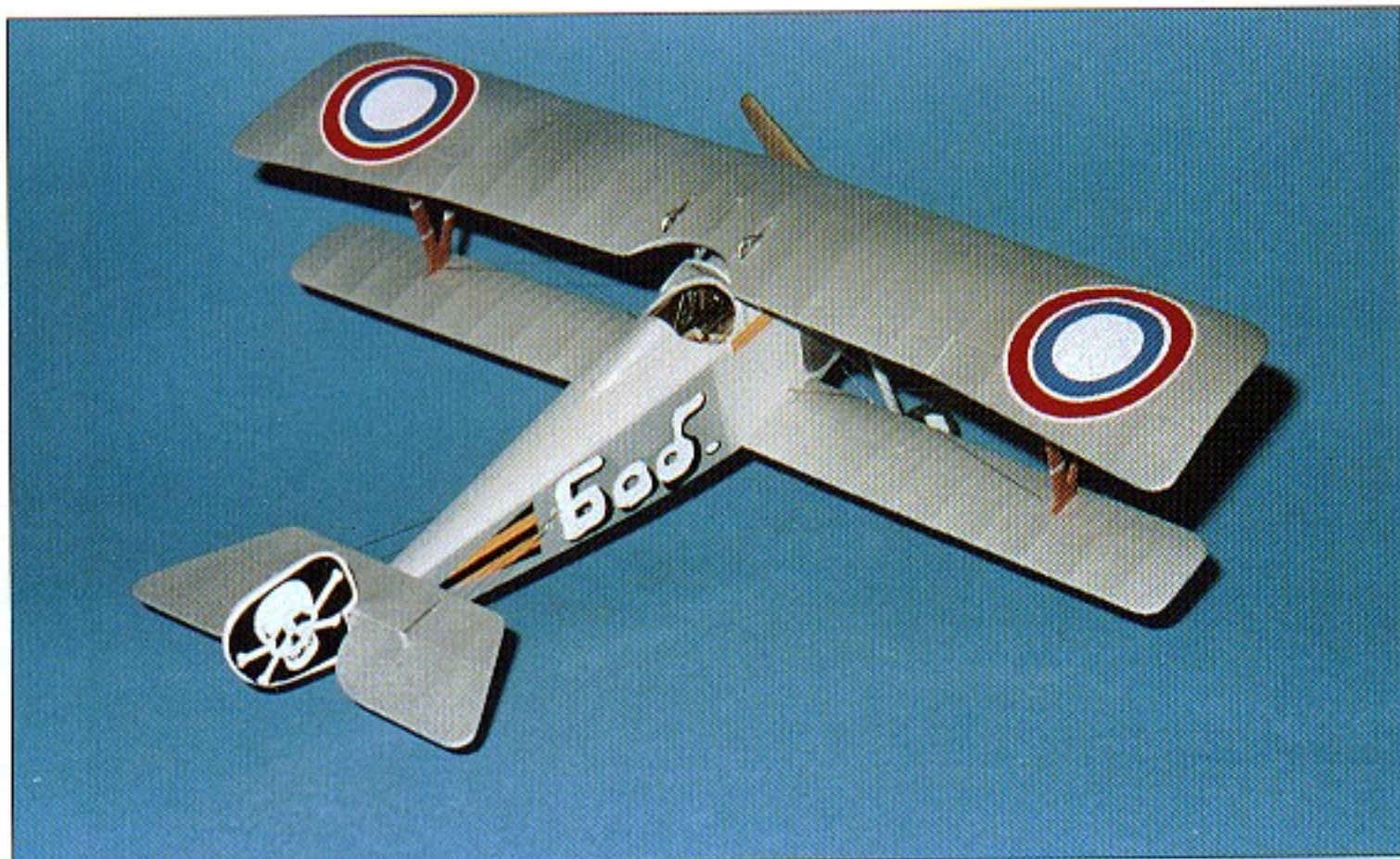
Colour Options

Two colour options are provided. One is for a Russian machine, the other for a French machine. Both are in overall aluminium dope and both carry extensive personal markings on the fuselage. The fuselage of the French machine carries what looks like graffiti applied by someone who would really rather have been doing something else. I therefore opted for the Russian scheme. I have a query here in that some of the reference books that I have say that the Russian machine depicted is a Nieuport 17 rather than a Nieuport 23. I have an old 1/72nd scale transfer sheet by Blue Rider which provides the same markings - again referring to a Nieuport 17 - this time depicted with an overwing Lewis gun. I'm afraid that I do not currently have enough information to say one way or the other and I am prepared to believe that Eduard are perfectly well informed on the matter.

I undercoated the airframe with Halford's Grey Primer. The fabric covered areas were given an airbrushed coat of Humbrol [non-buffable] Aluminium (No 27001). Some photos of aluminium doped machines suggest a slightly different colours resulted when the dope was applied to fabric and plywood areas. To represent this on the fuselage front and top, this paint was mixed with a small amount of Matt White enamel. The whole airframe was given an airbrushed coat of Johnson's Klear before the decals were applied. The cowling was treated with Humbrol [buffable] Aluminium (No 27002). The interplane struts are in wood - note that the metallic paint has to be sealed with Johnson's Klear before you paint over it.

Decals

The decals are very well printed and are in perfect register. As always with the decals in Eduard kits, great care must be taken with their application. They are extremely thin and adhere very strongly on contact with the model. They are almost



impossible to move once in place. You have to get the positioning right first time. I found it easiest to paint the rudder in gloss white before applying the rather sinister looking skull and crossbones marking, but still found it difficult to get an even appearance to the white outline. Do not attach the rudder to the airframe before the decals are applied. I chose to paint the black and white markings on the wheels rather than use the decals. No

setting solutions were necessary here and I would not recommend their use on such thin decals.

Decal Rating = 9/10.

Conclusions & Recommendations

This is an excellent kit. The outlines are accurate. The quality of the parts is second to none. Even the box art is impressive. There are no problems with its construction and I would recommend this kit to all modellers,

just take care with the decals. Being very good value for money and easy to build, I think that this would be an ideal starting point for those new to building biplanes. Eduard kits just keep getting better and better and I eagerly await their forthcoming releases.

My thanks to Eduard M.A. for the opportunity to build and review this kit.

Dai Williams

Messerschmitt Me P.1111.

Technical Data

Scale: 1/72nd
Price: £18.95
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 15 (Grey), 1 (Clear)
Decal Options: National Insignia Only
Manufacturer: PM
UK Importer: Pocketbond Ltd

The Kit

This kit is one for the Luftwaffe 1946 fans as it represents a projected tailless jet fighter design from Messerschmitt. The kit comprises only fifteen plastic parts, plus a canopy, and produces a surprisingly small aircraft. All the parts are cleanly moulded in light grey plastic.

Instructions

The instructions are one double-sided sheet with a brief historical outline, three plan views with the colour details and two exploded diagrams for construction.

Construction

Construction was very straightforward as befits a kit of fifteen parts. The upper fuselage and wings are all one item, as are the lower fuselage and wing surfaces. The cockpit is basic, being a seat, control stick and rudder pedals. The nose needs to be filled with lead to stop tail sitting. The kit shows two openings

for the 30mm cannon, but the instructions and Putnam's both state this design was to have four cannon, so I opened up two extra holes. I also added a pilot figure, which I had moulded out of white metal. Before fitting the upper and lower fuselage together the inside of the air intakes were fashioned from plasticard; before this you could see straight through the nose section. The undercarriage was easily assembled and the only detailing here was the thinning of the undercarriage doors to a more realistic thickness. Finally I made the loop aerial from brass strip and fitted it to the upper fuselage.

Accuracy

The finished item measured 124mm long with a span of 127mm, which scales up to 5.95m by 6.10m or 19ft 6in by 20ft. Putnam's German Aircraft of WW2 quotes the actual dimensions as 6.50m by 9.16m, or 21ft 3in by 30ft. However, the instruction sheet quotes a length of 29ft 3in and span 30ft so the model doesn't match any of the given dimensions.

Colour Options

Only one colour option is shown, which is RLM 76 Litchblau undersides with a grey, brown and green camouflaged upper. After a light coat of Halford's Grey (acrylic) Primer I sprayed the model with RLM

76 acrylic; the upper surfaces were then sprayed with RLM 82 to form the dappled pattern over the fuselage and tail. The wings were then masked and hand painted to form the RLM 81 brown and RLM 82 pattern. Finally the nose was painted with the white and red rings and the details were highlighted and given some gunge.

Decals

Only one decal option is given which consists of just the national insignia, but you will need to find a suitable swastika for the tail. The decals are very delicate, but handled well, and settled down with some Decalfix. There was minimal silvering of the carrier after a light coat of matt varnish.

Decal Rating = 8/10.

Conclusion & Recommendation

This is a very straightforward kit which I recommend to all for its ease of construction, with reservations over the accuracy of what was only a design study! I finished mine as a basic aircraft but for the diehard Luftwaffe 1946 fan the addition of squadron codes and markings will produce an individual model.

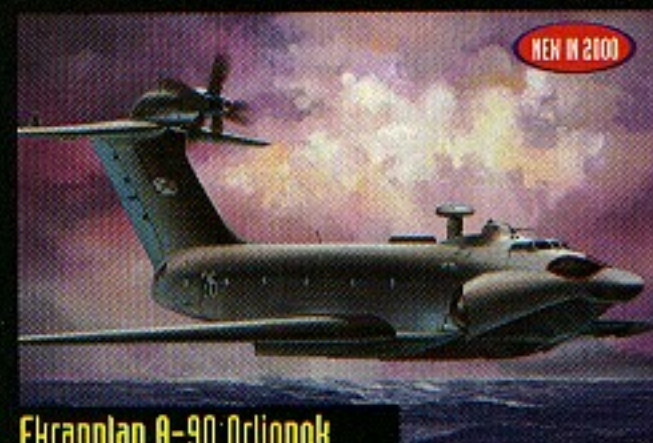
My thanks to PM Models for the review sample.

Paul G. Gilson



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Fiat CR.42 'Falco'

Technical Data

Scale: 1/72nd
Price: £12.50
Kit No.: PMK 72-01
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 25, Resin 18, Etched 15, Clear 2, Acetate 4
Decal Options: 1
Manufacturer: MisterKit
Obtain in the UK via: Aeroclub

The Kit

This is surely the most famous and aesthetically pleasing of the early war Regia Aeronautica fighter aircraft. Misterkit's model is a mixed media rendition of an aircraft that was probably the ultimate in the evolution of the biplane.

A single sprue contains the majority of the structural parts, moulded crisply in a light grey plastic. The remaining parts are either in resin, or supplied as part of an etched brass fret. Two vac-formed canopies are included, together with a tiny acetate sheet for the instruments. The whole impression is one of sheer quality, with the resin engine in particular being well moulded.

Instructions

Bi-lingual instructions are given, which include a helpful depiction of all the parts, as well as making it clear from the outset that, despite the prolific number of parts, the modeller is expected to scratch build some of the details. Thankfully, most of these appear to be simple shapes, easily constructed out of rod and sprue.

Construction

It's difficult to see why anyone would want to add anything to what is supplied or suggested for the cockpit area. The parts in the kit are first class, although the size of some of them means a rather high attrition rate to the carpet! I assembled the excellent (six part) instrument panel dutifully, and added the acetate backing, although with a rather

doomed feeling that none of it would be visible on the finished aircraft (I was right!). The modeller is expected to add sidewall detail and pedals. One comment I would make here is that the etched fret identifies each piece by number, but, rather curiously, the instructions do not. With the resin pieces and scratchbuilt detail not always identified as such, patience is necessary to unravel what goes where, and which material it is moulded in. Niggles like this aside, the cockpit is a superb rendition of the real thing, although perhaps best viewed with fibre optics on the finished article. The lower wing and fuselage is a one piece moulding, with the two-part fuselage uppers cemented over this. The resin engine is attached to the front, and really looks convincing when given a little dry brushing. As with most biplanes I've built, the model succeeds or fails on the upper wing and strut assembly, and here I have to say that, whilst the parts themselves are excellent, there are no locating recesses or marks for the (inevitably) slightly overscale struts. A lot of careful sanding and lashings of patience were required here, as well as close attention to the instructions and references. Having built the Revell-Matchbox example, I think their method of assembly of this area is superior (the struts are supplied as four sets of 'W's'). However, a satisfactory result was eventually achieved and the resin undercarriage added. Once again, care is required to achieve the correct angle; I still don't think I've got it quite right. Misterkit also provide parts to enable you to assemble the undercarriage without the fairings, which was apparently quite common in units operating from unprepared strips. After the undercarriage, the various small details were added, together with any intended ordnance. Both bombs and experimental smoke generators are supplied in resin in the kit. I had originally intended to fit the former, but they are very fragile mouldings and one of them shattered into several million pieces when I was removing it from its block. Still, the unusual smoke generators make a good second choice, particularly since I located a picture of these attached to the actual aircraft.



Accuracy

I was lucky enough to be able to borrow a copy of the excellent Ali D'Italia book on this aircraft, and would recommend it strongly to anyone with Regia Aeronautica leanings. Placing the various kit parts against the 1/72nd scale plans provided in this publication, it is apparent that the kit is superbly accurate in outline and span; my only concern is the fuselage contour in front of the canopy, which I think may be slightly too curved. I only mention this as a very minor quibble, which I could be wrong about. The kit certainly captures the '42's lines very well. Dimension-wise, the kits scaled up 9.6m upper span and 8.2m length compares very favourably with the real thing's 9.7m and 8.26m respectively.

Colour Options

The CR.42 appeared in a large number of colourful schemes, and Misterkit feature an aircraft in the four colour CIA scheme of brown/green mottle over sand, with light grey lower surfaces. Misterkit refer to their own brand paint throughout the instructions, but I used paints from the Aeromaster range. Although there are ostensibly two options, they both depict the same aircraft of 83° Squadriglia. The first option was when the aircraft was based in France during the closing months of the Battle of Britain, the second depicts it after its subsequent transfer to Libya. Both schemes are essentially identical.

Decals

The tiny decal sheet is printed by Skymodels for Misterkit, and is superb. The markings adhere well, are opaque over the camouflage scheme, and show a clarity which is exceptional. The unit badges and lettering are particularly laudable. Overall, the decals cannot be faulted. Decal rating 10/10.

Conclusion and Recommendation

The CR.42 has been neglected in this scale, with the only easily available example being the rather elderly Revell/Matchbox kit, so a lot of Regia Aeronautica fans will be delighted with this release (a sister kit will allow the construction of Luftwaffe/Night Fighter examples). It fits together very well, is exceptionally detailed for a 1/72nd kit and has obviously been someone's labour of love. My only criticisms are what you might expect; as a mixed media biplane, it's not for the novice or the faint hearted, and some parts of the construction would have been assisted by better instructions. £15 is also not cheap for what is a rather small aircraft. Despite this, I was very pleased with the outcome, and can therefore recommend this kit very highly.

My thanks to Misterkit for the review sample, Mr Andy McRae for some of the reference material and Val Tilston for photography.

Dr Richard Johnson

Technical Data

Scale: 1/72nd
Price: £8.95 Kit No.: 04447
Origin: Italeri (Italy)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Injection Moulded Plastic
Parts: Plastic 78, Clear 14
Decal Options: 4
Manufacturer: Revell AG
Distributor: Revell, Binney & Smith (Europe) Ltd.

Technical Data

Scale: 1/72nd
Price: £7.99 Kit No.: 007
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 83 Plastic (Dark Green), 14 Clear
Also Includes: Plastic Mesh
Decal Options: 3 (US Army, French Navy & German Army)
Manufacturer: Italeri Spa.
UK Importer: The Hobby Company Ltd

H-21C Shawnee 'Flying Banana' & Boeing-Vertol H-21C 'Heeresflieger/Luftwaffe'

The Kits

These kits follow a number of trends established by these two manufacturers in recent years. Firstly they are essentially the same moulds, with a few very minor differences, packaged in their separate box styles - hence the reason for reviewing them together. Secondly, they continue to produce kits of historical helicopters, as well as the very latest ones. Thirdly, Revell® continue their theme of depicting machines operated by the German military and civilian operators. The 'Shawnee', or 'Flying Banana', is the tandem rotor successor to the Piasecki H-25 'HUP' and forerunner of the Vertol Sea Knight and Boeing Chinook. Both kits are crisply

moulded on one clear and two coloured sprues - the Italeri ones are dark green and the Revell ones are white - with only the tiniest hint of flash on a couple of parts and two small sink marks just behind the front rotor tower. There is raised and engraved detail as well as fine engraved panel lines and the clear parts are flawless. There is also a small piece of 'mesh' supplied to provide two large grills on either side of the tail.

Instructions

The instruction sheets are in both companies standard formats, beginning with the sprue plans. The drawings used are almost identical but their construction stages are slightly

different and Revell use ten more than Italeri! These exploded-view drawings give clear assembly directions and contain the necessary detail painting information, clearly labelled. The colour references for the Italeri kit give Model Master and equivalent U.S. Federal Standard numbers, while Revell use their own paint range and a reference to the German 'RAL' number, common to all the options in their kit.

Construction

In both kits, construction follows a logical pattern and the fit of parts is generally good. The cockpit and cabin are detailed with the bulkheads and all the seats, which go together



with no trouble at all, but be warned - if the rear cabin bulkhead leans forwards slightly, the floor section will sit too far forward. Just a millimetre out and you'll have trouble getting the cockpit glazing to fit on the front. The canopy is also a very precise fit, but it can take a bit of fiddling to get it to match the fuselage all round. There are two areas of particularly nice interior detail included in both kits. The first is a section of rotor drive shaft, which runs up through the tail and is visible through a wire-mesh grill - a small piece of mesh is provided which is cut to size from a template in the instructions and fixed inside the fuselage, which is very effective. The second is the front of the engine, which is clearly visible through the air intake holes near the end of the tail. The fuselage halves are a good match all the way round, but a little filler is

needed along the top and bottom of the fuselage (not the tail) just to completely disguise the join. Both kits include a choice of vertical tailplanes, which one you use depends on the version being built - although the Revell kit only uses one of them. The Italeri version also offers a choice of undercarriage, but because all the German-operated machines use the same type, this set is omitted from the Revell kit.

The two rotor heads are finely detailed and go together well. It's important to attach the right blades to the right 'head' to ensure that A) they match each other for direction, and B) they rotate the right way round on the finished model - the heads are not interchangeable.

Accuracy

These kits very well capture the lines of the second of the Piasecki helicopters to be

nicknamed the 'Flying Banana'. The dimensions are excellent too, when scaled down from the real thing, according to those published in Blandford's 'Helicopters and other flying Rotorcraft since 1907'. The rotor diameter of 13.41m, the 16m fuselage length and the overall height of 4.7m all scale down exactly to 18.6cm, 22.5cm and 6.6cm respectively on the finished model.

Colour Options

The Italeri kit offers three very different colour schemes - a 1950 U.S. Army machine from Vietnam with a three tone camouflage pattern, a 1956 French Navy example in all over blue which served in Algeria and a German Army ('HEER') machine from 1959. ModelMaster and Federal Standard paint references are given for all three schemes. The Revell example, on the other hand, has four

optional aircraft provided by the decal sheet, but they all share the same basic colour - all olive drab given as RAL 6014 in the instructions. Three of them are Army (HEER) machines and one is a Luftwaffe 'SAR' aircraft; the only one which has the benefit of two Day-Glo orange bands around the fuselage to break up the 'drab' appearance.

Decals

Both kits include full stencilling as well as the national insignia, titles, codes and serial numbers on their decal sheet. The depth of colour, registration and clarity of printing in both cases is excellent - the tiny lettering on many of the stencils is actually readable! In both cases, the decals detach from the backing sheets after a short soak, but they both also suffer from 'silvering' when they dry out on the model, especially where there are large spaces between the lines of stencil or large number/letters.

Decal Rating = 8/10.

Conclusion & Recommendation

Not necessarily beginners' kits, but fairly simple to build a 'good-looking', well-finished model straight from the box without any special skills or tools. Lots of nice detail touches make an impressive replica of the real thing. I highly recommend these kits.

My thanks to Italeri (The Hobby Company Ltd) and Revell AG (UK Branch) for the review samples.

Fred Tooke

Panavia Tornado ECR 'Tigermeet 1998'

Technical Data

Scale: 1/144th
Price: £2.95
Panel Lines: Recessed ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Parts: Plastic 46 (Grey), 1 Clear
Decal Options: 1
Manufacturer: Revell®
European Distributor: Revell® Binney & Smith (Europe) Ltd.

The Kit

Moulded in grey plastic, this is a reissue of the older Revell® kit rather than the recent Dragon kit. The panel lines are a little deep for 1/144th scale

Instructions

As usual these are printed in a small booklet format. The assembly diagrams are easy enough to see, but again the decal placement and colour guide is too small, especially for such a complicated decal scheme.

Construction

The only difficult part is lining up the (badly shaped) nose cone. You will need to sand the join to shape, being careful not to change the profile of the forward fuselage in the process. The oversized VHF aerials need considerable thinning, although I would advise you to bin them and replace them with something a little more 'in scale'. If you

install the refuelling probe don't do it until after the decals are in place. I didn't need any filler at all on this kit and a quick swipe with wet and dry took care of the seams.

Accuracy

It is undeniably a Tornado, not the best in 1/144th scale and it seems to have a mixture of versions incorporated without truly being one or the other. As mentioned above, the nose is wrong, far too short and fat, but its correction would not take too much work. Span is 9.5cm (wings fully extended), while the real aircraft is 13.91m (9.65cm scale). Length is 11.7cm, real aircraft 16.72m (11.61cm scale). So overall it is slightly out

of scale, being too long with not enough span, but within acceptable limits for a small scale kit.

Colour Options

Only one aircraft is offered, although this comes in two overall schemes. Both of these are grey overall, and paints are identified by Revell® references. This does lead to a lot of mixing, so alternative 'authentic' colours may be a quicker option. All other camouflage markings are taken care of by the decals.

Decals

What can I say, a beautiful scheme, for an aircraft of No. 32 Squadron, Lechfeld. The decals are on a thin carrier, glossy and adhere really well. It is just a shame that the instructions are so small as to make it hard for accurate placement. No adverse reaction to Micro Sol or Set were noted.

Decal Rating = 10/10.

Conclusion & Recommendations

An easy build. If you are after accuracy there are better kits available of the Tornado, but buy one for the scheme alone, it is worth it.

My thanks to Revell®, Binney & Smith (Europe) Ltd for the review sample.

Paul Gold



Vickers 66 Vimy Commercial (Vernon Mk I)

Technical Data

Price: £15.95
Origin: Frog (UK)
Kit No.: MQ-7222
Panel Lines: Recessed ✓
Status: Reissue ✓
Plastic Colour: Grey & White
Type: Injection Moulded Plastic
Parts: Plastic 80, Clear 8
Decal Options: 3
Manufacturer: Maquette
UK Distributor: Pocketbond Ltd
Scale: 1/72nd

The Kit

The modern well printed box opens to reveal a true 'blast from the past'. Just like the original Vimy the flying surfaces of this model have had several reincarnations. I made the original Transatlantic Vimy in Frog's Trail Blazers range about forty years ago. Then came the bomber version and now courtesy of Maquette you get the complete bomber kit with new injection mouldings for the commercial fuselage and nose gear together with a new decal sheet.

Given their age the wings, tailplanes, engines and landing gear are not bad. Where there are signs of mould age/erosion on the underside of the wings this proved to be easily correctable. Distortion of five of the eight outer wing struts is frankly unacceptable. The minimal new parts are one stage up from the old 'Conrail' vac-form conversion in a more user friendly, robust injection medium. They include the new fuselage halves and the nose gear.

Instructions

One sheet of A4 with an exploded diagram on one side and the painting and decal plans on the other is all you get. Fortunately there is plenty of reference material available since anyone who wants to build an accurate kit will need it.

Construction

The new fuselage halves have no internal fittings provided. It made sense therefore to use plastic card to create two main bulkheads fore and aft of the passenger compartment, put in a deck and construct a cockpit. There is one other consideration. There were differences in passenger cabin window layout between different Commercials built. Putnam's 'Vickers Aircraft since 1908' (page 96) clearly shows starboard side windows of the same proportions as the port side over the wing in a flying shot of G-AESI. Maquette has two picture windows on the starboard side aft of the wing. This is correct for a Commercial supplied to the Russians in 1921 (Lion powered), but not for G-AESI.

I chose to copy the starboard side layout of standard RAF Vernons, by using plasticard to fill the window spaces provided and cut out five windows opposite those on the port side.

Trial fitting the lower wings showed that the stubs needed to be chamfered to clear the fuselage to ensure that correct wing alignment be achieved. It is important to check that the lower wing stubs butt together squarely and give the same overall span for the lower wing

as for the upper in order to avoid problems later. There is not much holding the lower wing set in position and to reinforce this join, you can drill and peg the tabs for conventional wing assembly after the fuselage has been closed up. Alternatively you could set one wing in one fuselage half in the correct position by reference to plans. When dry, glue a piece of scrap plastic to the top of the tab with enough overhang to engage the tab from the other wing, when it's installed after the other fuselage half has been fixed and allowed to dry. This takes slightly longer, but avoids the need for careful and accurate drilling.

With the lower wings firmly in place and all filling and sanding finished it was time to paint all the flying surfaces (Halford's silver again!). The lower wings and tailplane were then masked and Tamiya acrylics used to paint the fuselage.

The decals were applied next and after careful scrutiny of my references I used the kit instructions for placement and made three easy to correct errors. The kit diagrams show the lower wing registrations starting outboard at the first major rib from the tip whereas the second looks more accurate; it is likely that the upper wing registration just runs onto the ailerons so that the letters start inboard of the aileron control horns and wires rather than mimic the lower wing placing, and finally the name 'City of London' isn't all in one line but applied to the nose as :-

City of London

In addition the fuselage logo should read 'S Instone & Co Ltd' and additional black 'G's' should be cut from blank decal for the upper surfaces of the horizontal tailplane....

Mum told me that there would be days like this!

Erection of the top wing is facilitated by assembly and fixing of the engine nacelles and struts and attaching them to the lower wing first. The upper wing centre section can then be mounted and two vertical stops cut from plastic card mounted to a base used to ensure that the trailing edges of upper and lower mainplanes align square. The plans show the cabane struts fixing somewhere below the windows on the fuselage side, presumably to avoid having to provide new struts or give the builder the information to cut the struts provided. These struts should fit into sockets cut into the roof of the fuselage in line with the wing struts. The transverse brace from the nacelle to the fuselage also fixes to the fuselage in front of the front pair of cabane struts.

Five new main wing struts had to be fabricated from 'Conrail' before the outer wing panels could be fitted, due to malformation resulting from the age of the moulds. This assembly is otherwise straight forward with no real need to recourse to a jig.

Fitting the tail feathers proved to be the next hurdle. The stub lower horizontal tail

surfaces (parts 40-43) need to be located such that the lower elevator can clear the underside of the fuselage beaver tail in one continuous span as provided. The painting diagrams show the fuselage ending in a point with the lower elevator split and this is wrong. The easiest way around this was to fix the two fins (parts 45) on the lower horizontal stabiliser stubs, glue them to the lower elevator (49) and then fix the upper horizontal stabiliser (47-48) in place. Once these elements of the biplane tail have set hard they can be offered up to the rear fuselage and the stubs filed to fit the fuselage. It is also necessary to file the underside of the beaver tail to give a sharper upsweep so that the lower elevator has room to swing upward.

Once you are happy with the fit (the beaver tail should project just over the elevator trailing edge) glue it in place and then shorten the four fuselage to upper horizontal stabiliser struts (parts 46) by trial and error.

The rest was easy!

Colour Options

Decals for G-AESI as illustrated and two all-silver RAF Vernons/Vimy Air Ambulances are provided. However it should be possible to produce any of the 44 Commercials, five Vimy Ambulances or 55 RAF Vernons built given accurate references and access to the aftermarket for such items as Lion and other engines etc, etc..

faithful reproduction of the original.

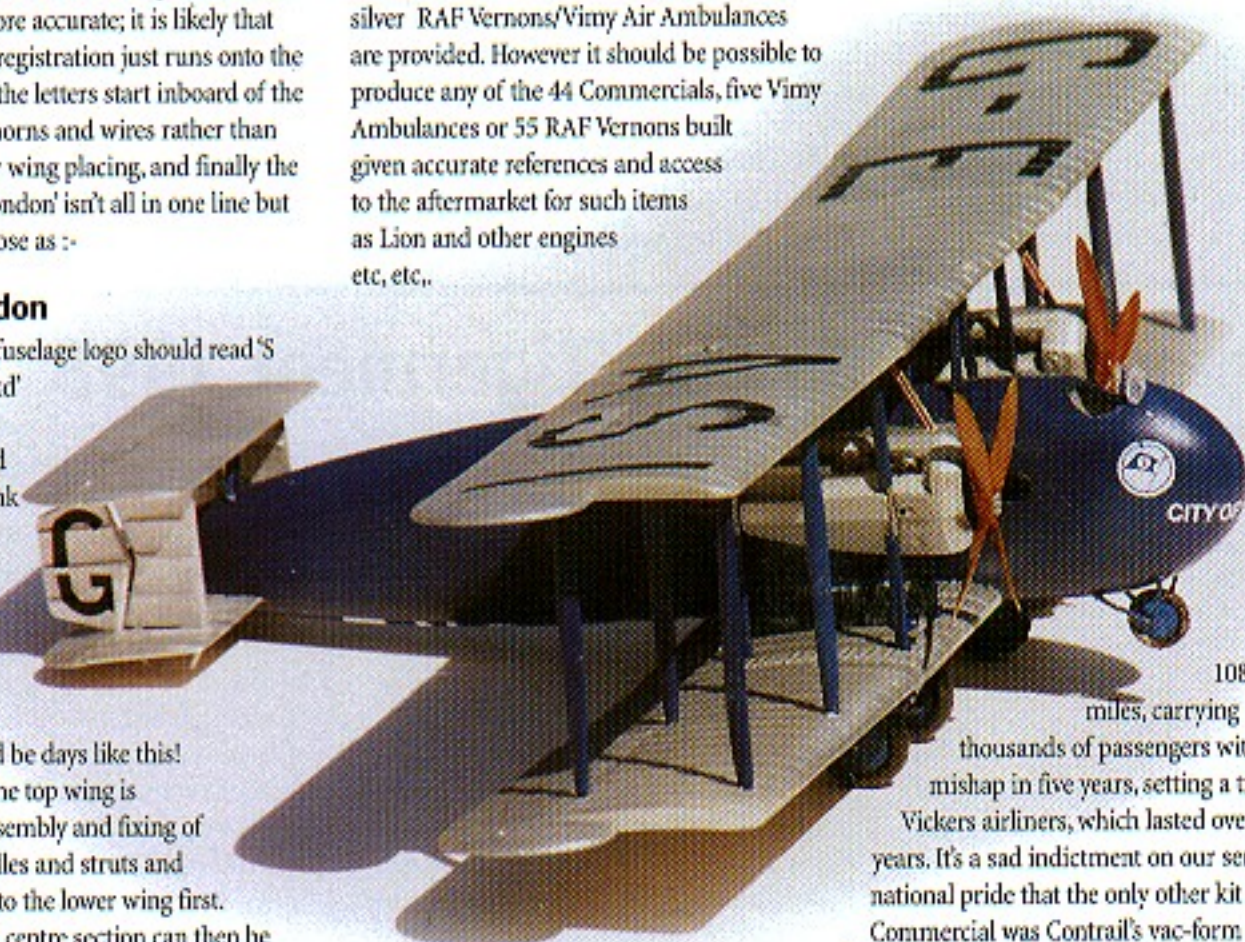
Decals

The decal film is continuous and each item must be cut before commencement. The quality is quite acceptable and they are amenable to MicroSol products. I relied on the paint's natural sheen and found the decals to be a trifle 'grabby' when applied and difficult to relocate once positioned. Application over a good gloss varnish may be the answer here. It is essential to seal the decals under a varnish coat. Once dry they flake with minimal handling. I would have rated the decals at 6/10, but for the errors and omissions.

Decal Rating = 5/10.

Conclusion and Recommendation

The good news is that Maquette continues to release older kits with imaginative updates. The Vickers Commercial was one of the first real airliners with 44 built (40 going to China, where most probably rotted in their delivery crates). G-AESI flew over



108,000

miles, carrying thousands of passengers without mishap in five years, setting a trend for Vickers airliners, which lasted over fifty years. It's a sad indictment on our sense of national pride that the only other kit of the Commercial was Conrail's vac-form modification issued years ago and now virtually unobtainable.

The bad news is the price, the inaccuracies and the mould wear. Given the recent strength of the pound and the technical mastery Russian producers have demonstrated in injection moulding, this escapee from the Mummy's Tomb retails at the sort of level I would expect to pay for a completely new offering produced to the highest standards of fidelity.

I enjoyed building the kit, up to a point, but its age, price and niggling inaccuracies are all against it. Buy it only with your eyes wide open to the effort you will need to put into it to achieve a sound result.

My thanks to Pocketbond for the review sample.

Simon Snape

Beriev Be-2 (KOR-1)

Technical Data

Scale: 1/72nd
Price: £TBA
Kit No.: 7225
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited Edition
Type: Limited-run Injection Moulded Plastic
Parts: 41 Plastic (Grey), 2 Clear
Decal Options: 2
Manufacturer: A-Model, Ukraine
UK Importer: Pocketbond Ltd

The Kit

My sample arrived just in a plastic bag but as the light grey plastic parts are of the heavy variety favoured by most Eastern European manufacturers, they were none the worse for wear. The forty-one parts are well moulded and of a robust nature. The surface detail is good but the panel line detail is a little heavy. There is little flash to speak of but the edges of some parts are a little rough. In contrast the transparencies are nice and thin and very clear. The cockpit is furnished with a seat, floor with moulded rudder pedals, instrument panel and control column. As the cockpit is open, some modellers will want to add some extra detail to this area. There is a selection of undercarriage parts supplied for either wheels or skis.

The Instructions

The single A4 sheet is written in Russian but had lots of diagrams which negate the need for the written word. Three exploded diagrams guide the modeller through the construction process without any problems and a fourth diagram shows the wing dihedral, or lack of it, and the rigging details. On the flip side are a part-finder chart and details of the three colour options offered.

Construction

The larger parts suffer with heavy gates that attach them to the sprue and

need cleaning up first. The cockpit needs some additional detail to really finish it off. To the floor I added some side panels with throttle controls etc. and these filled the gap nicely between the strange but well-detailed seat and the fuselage side detailing that is supplied. The instrument panel is a slab of curved plastic and needed drilling out and so on to stimulate some dials and indicators. The gunner's position is devoid of any detail, but not having any knowledge of the Be-2's interior, I improvised by adding a couple of ammo boxes for the stubby machine gun and a foldaway seat. The space between the two crew positions seemed too 'empty' so a further box was added to fill the gap. The whole cockpit was finished in medium brown and the instrument panel in dark grey. Dry brushing with a lighter shade brought out the detail and the lever and dials etc. were touched up with suitable colours to complete the cockpit. Filler was required along the junction of fuselage halves and those to the wings and tail plane, and Superglue blobs were added around the strut ends, as the fit to the fuselage and wings was poor. The model was rigged, after painting, with invisible mending thread, superglued through holes drilled in the wings and filled and filed once dry, then touched up with the base colours before 'weathering' was begun. I'd chosen the ski option and the notes indicated that the skis were held into 'position' by ropes attached to the end of the ski fuselage. These were added using short lengths of stripped multi-core wire, the type found in old battery powered radios and toys.

Accuracy

I cannot comment on this as I have no data for the full size machine, but my 1/72nd scale model measures 103mm in length (including the propeller hub) and 153mm in span. The overall lines

however are very pleasing to my ageing eyes and to me it's a little cracker!

Colour Options

Three different schemes, all Russian, are suggested. Of the two wheeled variants one had dark green upper surfaces with light blue undersides and the second has the addition of black camouflage over the green surfaces. Both aircraft depicted are dated 1941. The third option is the later winter variant (1941-42) with white upper surfaces and skis attached. The latter was my choice and Humbrol 65 (Pale Blue) was used for the underside while Humbrol 34 was liberally coated onto the top surfaces using a small piece of foam. (This overcomes the problem of applying this seemingly translucent paint. I have the same trouble with Humbrol's yellows as well).

Decals

A small decal sheet but adequate, containing six red stars and Russian style numerals 1 through 4, again in red. The register was ok and the decals bedded into the heavily detailed panel lines with no problem.

Decal Rating = 8/10.

Construction and Recommendation

With some detailing, this offering from A-model builds into a rather attractive and unusual little biplane. I enjoyed making it and while it does present a little bit of a challenge, I feel that most levels of modelling skill, save for absolute beginners, will have no problem with this one. Thoroughly recommended, if only for the fact that the end result is so cute!

My thanks to A-model for supplying the review sample.

Dan Claxton



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F4U-1D Corsair

Technical Data

Scale: 1/48th
Kit No: 2147
Price: £13.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: Plastic 129 (Grey), Clear 2
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Distributor: Toyway

The Kit

The box art on this kit is superb, showing two Corsairs taxiing out on a south sea island airstrip, and would help draw attention to this kit amongst more drab offerings on the model shop shelf. On opening the box I found some familiar plastic, as this is not a new kit but a reboxing of the Hobbycraft model. The kit is moulded in grey plastic with engraved panel lines. As you would expect the decals and the clear parts are in their own bag to prevent scratching. There are a number of optional parts for dropped flaps, open or closed cowling gills and weapon loads.

Construction

The cockpit is well detailed with a number of parts to be attached to the moulded sidewall detail; the seat and joystick are now attached to the floor. This is a small error as on the early marks there was no floor, just a set of boards for the pilot's feet and lots of tubing and wires, however once the fuselage is together the error is barely noticeable. If this does bother you however True Details have made a resin correction set for this kit which supplies a corrected cockpit interior.

The tailwheel is now assembled and there is a choice of either a short or long tailwheel; this is a weak area as there is only a butt joint where your choice of wheel attaches to the tailwheel leg so superglue is a good idea on this joint. The fuselage halves are now assembled and only a small amount of typewriter correction fluid is needed to clean up the seam. The same is not true of the separate turtle deck behind the cockpit, which is a poor fit and needs filler and some careful sanding to get a good fit.

Assembly of the engine is straightforward but once you attach it into the cowling it protrudes too far forwards.

It appears that the crankcase is too long and it is very noticeable once you fit the propeller. I would suggest some gentle sanding of part D34, the rear crankcase, which would probably solve the problem, but unfortunately it was too late for the review kit.

The wing is now assembled and this was the worst fitting part of the kit, the separate oil coolers and gun bays all needing filler, and the separate flaps did not fit that well, and they were also missing the prominent spanner between the flaps which I added from plasticard. The tailplanes are now added but the purist will need to fill the engraved circles on one of them and re-apply on the reverse side. At the same time it is a good idea to drill out the landing and navigation lights under the wings as these are also represented as engraved circles. It will then be possible to paint the recess silver and tint it with Tamiya clear colours where appropriate. The undercarriage is now added and this makes up into a fine replica complete with weighted wheels.

The kit supplies a choice of underwing stores in the form of two different styles of drop tanks, two 500 lb bombs and eight rockets. You also get a choice of two different sizes of propeller. After painting, the clear

canopy was added; this did not fit well in the open position so is best left closed. The last touches were the aerial masts, which were rigged with lycra knitting in elastic. (Due to an accident with my superglue while attaching the aerial wires I had to replace the kit canopy with one from the Squadron Signal range for the photographs.)

Accuracy

The model scales up well to the dimensions in the 'Corsair in Action' book but there is an error in the engine. Some rescribing of panel lines also seems in order and the undercarriage appears to be a bit tall when compared to photographs.

Colour Options

You are supplied with two well-known schemes; the first is that of Major G Boyington in the three-tone scheme of white, Intermediate Blue and Dark Blue. This aircraft was heavily weathered and is shown on the box art. The second option is for an aircraft flown by VF-84 from U.S.S Bunker Hill on the raid to Tokyo in 1945. This aircraft is in overall Glossy Sea Blue with a yellow nose band.

Decals

As you can see from the photo I broke the reviewers' rule and used AeroMaster's sheet 48-254 (Carrier Based Corsairs Part 2). This was not because there was anything wrong with the supplied sheet but having built six Tamiya Corsairs I had already got both alternative schemes in my collection. I did test the kits decals on an old model and found they had a good depth of colour and reacted well to setting solutions.

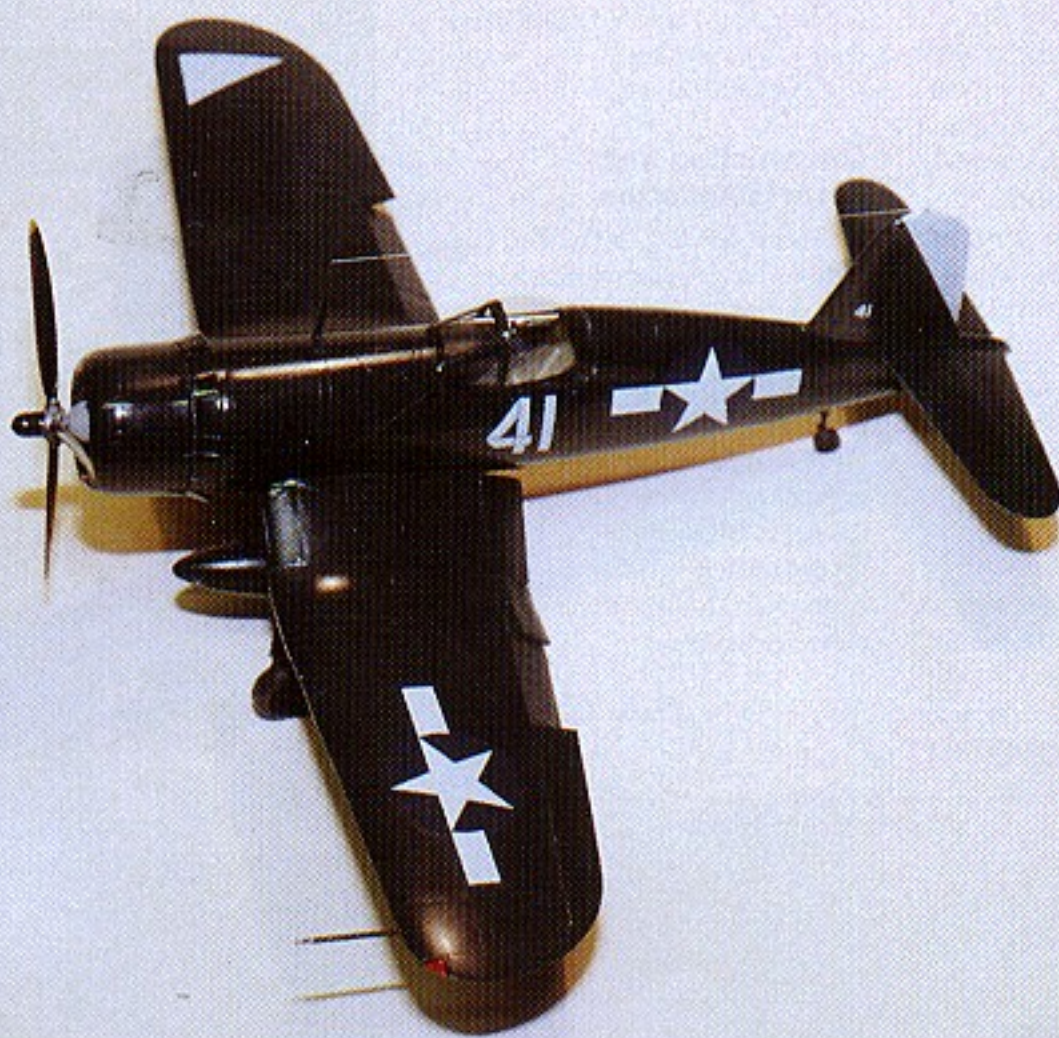
Decal Rating = 9/10.

Conclusion

If Tamiya did not have their Corsairs I would have rated this the best on the market. It is still good value and as long as you put some effort into the cleaning up and filling a nice model results. It would have been nice to have had a more adventurous choice of markings as both options have been seen before in other kits and in aftermarket sets. I would still recommend this kit to all but the newest modeller or the perfectionist who will be prepared to pay twice as much for the Japanese rival.

My thanks to Toyway for the review sample.

David Francis



Revell

Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 2000.

LIFECOLOR

ACRYLIC HOBBY COLORS

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Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their LifeColor range for use by the review team throughout 2000.

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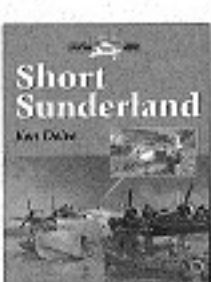
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News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

Red Roo Models

1/48th Scale
CAC Avon Sabre Conversion (Academy or Hasegawa) {Aus\$27.95} [vdec]

Fotocut

1/48th Scale
P-47 Detail Parts (Hasegawa) {£TBA} [eb]

Cobra Company

1/144th Scale
44004 - Boeing 377 Stratocruiser Detail Set (Minicraft) {£14.95} [r]
44005 - KC-97L Conversion & Detail Set (Minicraft) {£17.95} [r]
44006 - KC-97 Engines and Propellers (Minicraft) {£14.95} [r]
1/72nd Scale
72008 - Boeing 377 Stratocruiser Detail Set (Minicraft) {£29.95} [r]
72009 - KC-97 Detail Set (Minicraft) {£24.95} [r]

PJ Productions

1/72nd Scale
721110 - Two German Pilots, Sitting (WWII) {£TBA} [r]
1/48th Scale
481112 - French Pilot WWII {£TBA} [r]

NOTE:
Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known price and those in [] indicate the medium used as listed below

Key
ac = Acetate
br = Brass
dec = Decals
eb = Etched Brass (or Steel)
gl = Glass
i = Injection Moulded Plastic
ma = Die-cut Mask
p = Plastic (Soft)
r = Resin
vf = Vac-formed Plastic (or Clear)
wm = White Metal (or Pewter)

Neomega

1/72nd Scale

Subject: Kamov Ka-52 cockpit

Scale: 1/72nd Product No.: N/K

Type: Accessory Designed for: Italeri kit

Parts: Resin 13 Price: £10.00

Includes: Cockpit tub (with rear bulkhead), left and right sidewalls, control columns, K-37 ejection seats (x2), instrument panel and overhead (canopy) console.

Conclusion

As with all products in the Neomega range, this latest one is beautifully cast with the finest detail you will see. The K-37 ejection seats have moulded seat harness and will benefit from careful painting and dry brushing.

Our thanks to Parade Figures for the review sample.



Ka-52 Alligator cockpit set (Italeri)

Cobra Company

During our recent visit to the USA for the IMPS(USA) National Convention, the following new items were passed to us by Cobra Company.

1/48th Scale

Subject: F-105D Weapon Set - Vietnam 1967

Scale: 1/48th

Product No.: 48019

Type: Accessory

Designed for: Monogram kit

Parts: Resin 24

Price: \$21.95

Includes: Two 3000lb M118 Demolition bombs, two weapons pylons with sway braces and a centreline fuel tank suitable for all 'Rolling Thunder' bombing campaign Thuds.



48019 (F-105D Weapon Set - Vietnam 1967)



48020 (Mil-24 Hind F Gunship)

Subject: Mil-24 Hind F Gunship

Scale: 1/48th

Product No.: 48020

Type: Conversion

Designed for: Monogram kit

Parts: Resin 34 Price: \$24.95

Includes: Front and rear cockpit tubs, instrument

panels, control yokes and optical sights, crew seats, main and nose wheels, radar warning sensors, starboard side cannon bay with separate cover and a filler (plug) to reprofile the nose. The set also includes two lengths of plastic rod to make the cannon barrels.

Subject: Russian Combat Weapons Set #1 - Mi-24

Scale: 1/48th

Product No.: 48021

Type: Accessory

Designed for: Monogram kit

Parts: Resin 24

Price: \$18.95

Includes: Four each of BDZ-57KrV weapons pylons, BBV20A 80mm rocket pods and 9M114 'Shturm' (AT-6) guided anti-tank missiles.



48021 (Russian Combat Weapons Set #1 - Mi-24)

Subject: Russian Combat Weapons Set #2 - Mi-24

Scale: 1/48th

Product No.: 48022

Type: Accessory

Designed for: Monogram kit

Parts: Resin 38 Price: \$18.95

Includes: Four each of the BDZ-57KrV weapons pylons and 9M114 'Shturm' (AT-6) anti-tank missiles, plus two each of the KMGU-2 mine-laying and cluster bomb pods and 9-A-669(GUV) universal gun pod with triple mini-guns.

Subject: Russian Combat Weapons Set #3 - Mi-24

Scale: 1/48th



48022 (Russian Combat Weapons Set #2 - Mi-24)



48023 (Russian Combat Weapons Set #3 - Mi-24)

Product No.: 48023

Type: Accessory

Designed for: Monogram kit

Parts: Resin Price: \$18.95

Includes: Four each of BDZ-57KrV weapons pylons and 9M114 'Shturm' (AT-6) anti-tank missiles, plus two each of 9-A-669(GUV) 30mm grenade launcher in universal containers and UPK-23-250 23mm twin cannon pods.

Conclusion

All of these sets are extremely well detailed and the casting can't be faulted. If you are a Russian helicopter fan you will want to add these sets to your collection, and even if you are not, their quality is such that they may well still tempt you!

Our thanks to Cobra Company for the review samples. Please note that this range is now only available directly from Cobra on their website (www.cobracompany.com).

The Modeler's Weapons Shop

1/32nd

Subject: 610 Gallon F-4 and F-15 External Tanks

Scale: 1/32nd Product No.: WS-26

Type: Accessory

Designed for: Tamiya kits

Parts: Resin 4

Price: \$16.95

Includes: One of the real shortcomings of the Tamiya F-15 was the inclusion of only one 610 Gallon tank to be installed on the centreline, as most F-15s carry one under each wing (plus one on the centreline when on a ferry flight). This little pack from The Modeler's Weapons Shop overcomes this with the supply of two new resin tanks. These are cast without any panel lines or detail, with the dump pipe as a separate part (one of which I promptly lost!).

Conclusion

Not the most inspiring of products, and the finish of the parts seems a little devoid of anything in the way of detail. That said, it is a lot cheaper than 'robbing' them from other

kits, when you consider the cost of those donor kits.

Our thanks to The Modeler's Weapons Shop for the review samples. Note: there is no UK stockist of this range at present.



610 Gallon F-4 and F-15 External Tanks

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Hasegawa

1/48th Scale

Subject: Aircraft Weapons: D US Smart Bombs & Target Pods

Scale: 1/48th

Product No.: X48-8

Type: Accessory

Designed for: Monogram kit

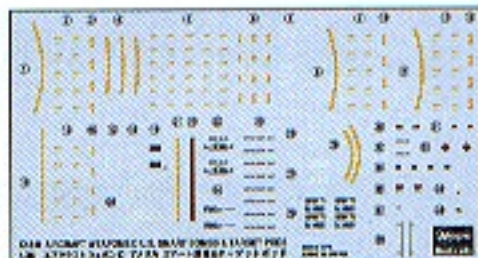
Parts: Injection Moulded Plastic 122 (Grey), 8 (Clear)

Price: £TBA

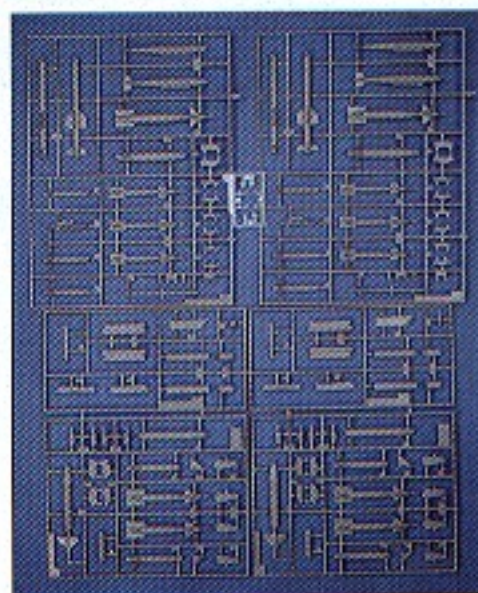
Includes: GBU-10 Paveway II, GBU-12 Paveway II, GBU-167 Paveway II, GBU-24 Paveway II, AGM-123 Skipper, Triple Ejector Rack, AGM-84E Slam, GBU-31 Joint Defence Attack Munition, AN-APX-95 TACTS pod, AN-AAQ-13 navigational pod, AN-AAQ-14 targeting pod and F-15E wing pylons for the AN-AAQ-13, AN-AAQ-14, plus an F-16 pylons for the AN-AAQ-14. The set also includes two (identical) decal sheets for the stencils on a number of these items as well as the yellow bands applied around many of the GBUs.

Conclusion

It is good to have the 1/48th scale weapons sets expanding like those offered in 1/72nd, and this latest set offers a good selection of equipment that will be suitable for the



The small decal sheet included in X48-8



The contents of set X48-8

F/A-18s, F-15s and F-16s in your collection.

Our thanks to Amerang Ltd for the review sample.

Seamless Suckers

A selection of the latest products from this American firm were passed to us during the recent IPMS(USA) National Convention.

1/72nd Scale

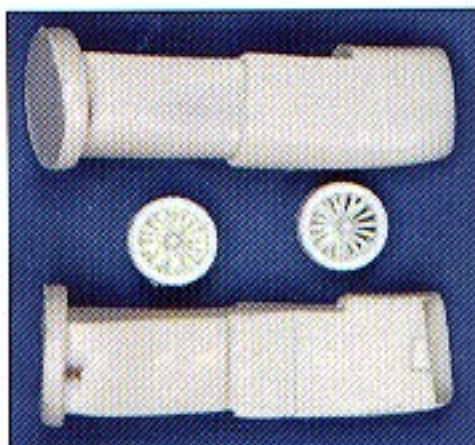
Subject: F-4 Phantom Intakes

Scale: 1/72nd **Product No.:** SS-21

Type: Accessory **Designed for:** Hasegawa kit

Parts: Resin 4 **Price:** \$ 8.00

Includes: A pair of replacement intake trunks and engine compressor blades for the Hasegawa kit. Some surgery is required on both the Hasegawa kit parts and the new resin components, but this is clearly shown on the instructions included in the set.



SS-21 (F-4 Phantom Intakes)

1/48th Scale

Subject: F/A-18 Hornet Intakes

Scale: 1/48th

Product No.: SS-17

Type: Accessory

Designed for: Hasegawa kit

Parts: Resin 4 **Price:** \$12.00

Includes: Two new intake trunks complete with separate engine compressor fans that are direct replacements for these areas of the Hasegawa kit.



SS-17 (F/A-18 Hornet Intakes)

Subject: F-15 Eagle Intakes

Scale: 1/48th **Product No.:** SS-20

Type: Accessory

Designed for: Monogram kit

Parts: Resin 2 **Price:** \$10.00

Includes: This set offers just two replacement intake trunks and it is designed for the Revell® kit.



SS-20 (F-15 Eagle Intakes)

Conclusion

As the company name suggests, these latest products eliminate the 'seam' that is inherent with a multi-part injection moulded intake trunk. All of the above products are well cast and will only need a little sanding to fit perfectly in their intended kit.

Our thanks to Seamless Suckers for the review samples. We are currently unaware of any UK stockist of this range.

Airwaves

Scale: 1/72nd

Subject: Buccaneer Wing Fold

Scale: 1/72nd **Product No.:** AC72-215

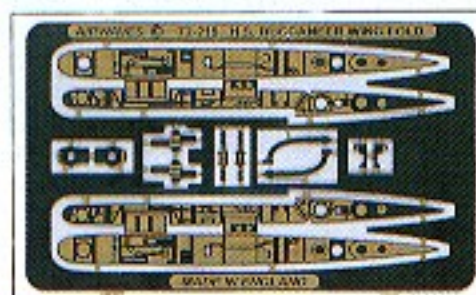
Type: Accessory

Designed for: Airfix kit

Parts: Etched Brass 12

Price: £4.99

Includes: The ribs and hinge associated with the wing fold of the Buccaneer. Some cutting will be required to the kit parts, but this is well illustrated in this set's instructions.



AC72-215 (Buccaneer Wing Fold)

1/48th Scale

Subject: F-4 Phantom Wing Fold

Scale: 1/48th **Product No.:** AC48-099

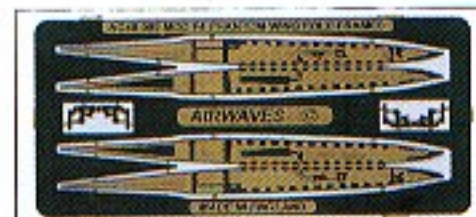
Type: Accessory

Designed for: Hasegawa kit

Parts: Etched Brass 4

Price: £3.99

Includes: The two ribs and the hinges for the outer wing panels of the F-4.



AC48-099 (F-4 Phantom Wing Fold)

Subject: Buccaneer Wing Fold

Scale: 1/48th **Product No.:** AC48-101

Type: Accessory

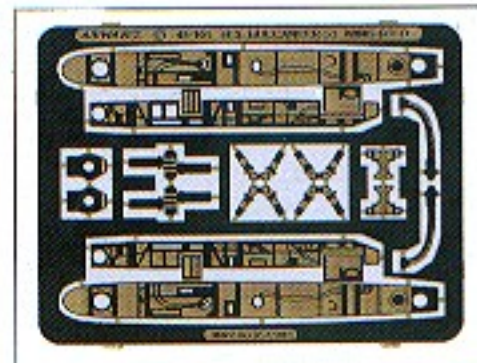
Designed for: Airfix kit

Parts: Etched Brass 12

Price: £5.99

Includes: This is a scaled-up version of the 1/72nd scale set reviewed previously. However, in this larger scale the kit already comes with the

wing fold, so no cutting of the kit components is required.



AC48-101 (Buccaneer Wing Fold)

Subject: F-86E Slatted Wing Drop/Slat

Scale: 1/48th **Product No.:** SC48-078

Type: Accessory

Designed for: Tamiya kit

Parts: Resin 8, Etched Brass 20

Price: £TBA

Includes: Airwaves either have this wrong, or know a lot more than anyone else, as to date Tamiya have not released the F-86 in 1/48th scale! I presume therefore that this kit is either for the Hasegawa kit or the Academy one. Anyway, you get an entirely new set of wing leading edges in resin, with separate slats, plus a forward fuselage plug and centre section replacement panel. The etched fret offers all the guide rails for the leading edge slats.



SC48-078 (F-86E Slatted Wing Drop/Slat)

Conclusion

These are all extremely good products from Airwaves. The etched sets are effective, yet simple, and the more involved set is well executed, albeit let down by the confusion over the intended kit in which it is to be installed.

Our thanks to E.D Models for the review samples.

Dangerboy Hobbies

Following on from their recent F6F wing fold set, this American firm have now released another, and a sample of it has been passed directly to us for review.

1/48th Scale

Subject: TBM/TBF Wing Fold

Scale: 1/48th **Product No.:** N/K

Type: Accessory

Designed for: Accurate Miniatures kits

Parts: Resin 8 **Price:** £TBA

Includes: Outer wing panels, inner stubs and all the associated doors relating to the wing fold mechanism. The interior of each inner and outer panel is fully detailed with ribs etc. No surgery will be required at all with the AM kit, as all the parts included in this set are direct replacements for the kit components.

Conclusion

This set makes folding the wings on the Accurate Miniatures kit a very simple task indeed, and the quality of the resin components in this set are to the highest quality.

Our thanks to Dangerboy Hobbies for the review sample.



The components of the TBM/TBF wing fold

C&H Aero Miniatures

The latest two conversion sets from this American manufacturer were passed to us during our recent visit to the USA.

1/48th Scale

Subject: Republic F-105B

Scale: 1/48th

Product No.: N/K

Type: Conversion

Designed for: Monogram kit

Parts: Resin 5 **Price:** \$TBA

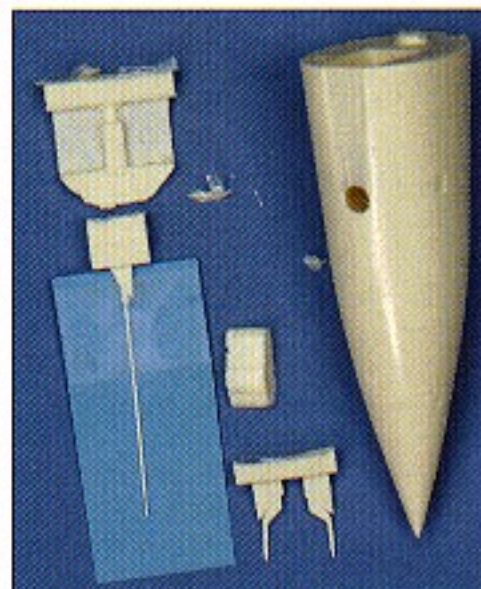
Includes: A completely new nose, plus the nose mounted pitot tube, a replacement instrument panel and coaming and two air data sensors for either side of the fuselage. Quite a bit of cutting will be required on the Monogram kit, but it is all well illustrated in this set's instructions. The manufacturers do recommend that you research the specific machine you are going to make, as many F-105Bs had the external changes seen on the F-105D, so double check!

Subject: N.A. F-100F

Scale: 1/48th

Product No.: N/K

Type: Conversion



The contents of the Republic F-105B conversion

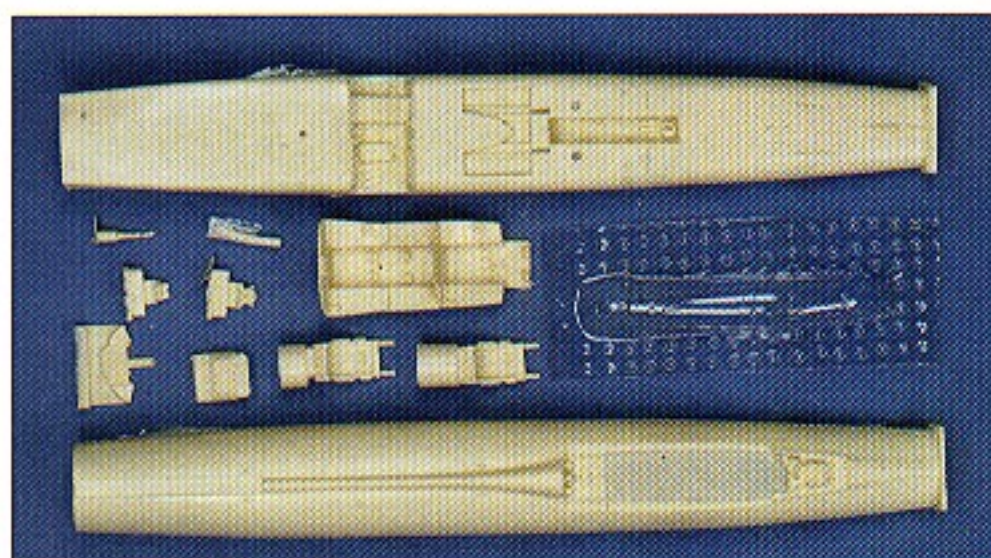
Designed for: Monogram kit

Parts: Resin 11, Vac-formed Clear 1

Also includes: Decals

Price: \$TBA

Includes: This conversion offers a completely new fuselage, which is split HORIZONTALLY. Two new ejection seats, plus a control column, instrument panel and coaming for the rear seat



The contents of the RF-100F conversion

are also included. The conversion is finished off with a new vac-formed canopy (only one is supplied). A high quality decal sheet offering markings for a 27th TFW, 522nd TFS example and an F-100F 'Misty Fac' that operated during the Vietnam War is also included.

Conclusion

C&H seem to be producing all those conversions that we have been waiting for for years, and they are to be congratulated for them. These latest two are certainly well



The decal sheet

worth adding to any 50s jet collection and we can highly recommend them to all.

Our thanks to C&H Aero Miniatures for the review samples.

Obscureco Aircraft

This is a new firm from America, who passed us samples of their first products during the recent IPMS(USA) National Convention.

1/72nd Scale

Subject: F9F-2/3/4/5 Ejection Seats

Scale: 1/72nd

Product No.:

OBS72001

Type: Accessory

Designed for:

Hasegawa or

Matchbox kits

Parts: Resin 2

Price: \$TBA

Includes: Two delicately cast ejection seats for the F9F complete with all seat harnesses etc moulded on.



OBS72001 (F9F-2/3/4/5 Ejection Seats)

Subject: A-6B Mod 1 'Iron Hand' Intruder

Scale: 1/72nd

Product No.: OBS72002

Type: Conversion

Designed for: Fujimi kit

Parts: Resin 3 **Price:** \$TBA

Includes: This set offers a replacement radome

(hollow-cast), and a new navigator's side console and control column. Those of you wanting to add suitable ordnance can obtain these from Hasegawa's Weapon Set IV.



OBS72003 (Jet Provost T Mk 5/5A Cockpit)

Subject: Jet Provost T Mk 5/5A Cockpit

Scale: 1/72nd

Product No.: OBS72003

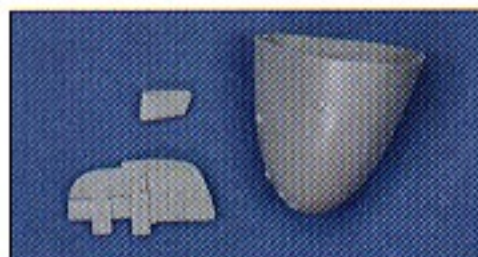
Type: Detail Set

Designed for: Airfix kit

Parts: Resin 11 **Price:** \$TBA

Includes: Cockpit floor, right and left sidewalls, instrument panel, instrument panel coaming,

rear cockpit bulkhead and shelf, two control columns and two ejection seats (with moulded seat harness etc).



OBS72002 (A-6B Mod 1 'Iron Hand' Intruder)

1/48th Scale

Subject: F6F-3/5 Hellcat Corrected Cowling

Scale: 1/48th

Product No.: OBS48001

Type: Accessory

Designed for: Hasegawa kit

Parts: Resin 1



OBS48001 (F6F-3/5 Hellcat Corrected Cowling)

Price: \$TBA

Includes: This set offers a single-piece replacement cowling to correct that offered in the Hasegawa kit.

Subject: F8F-2 Bearcat Corrected Cowling

Scale: 1/48th

Product No.: OBS48002

Type: Accessory

Designed for:

Hobbycraft kit

Parts: Resin 1

Price: \$TBA

Includes: This set offers a single-piece replacement cowling to correct that offered in the Hobbycraft kit.



OBS48002 (F8F-2 Bearcat Corrected Cowling)

Conclusion

These are some excellent new products from this firm, and they must be congratulated on doing a cockpit update for the Airfix Jet Provost kit.

Our thanks to Obscureco Aircraft for the review samples. UK modellers can obtain examples from ED Models.

Custom Aeronautical Miniatures

1/32nd Scale

Subject: Grumman F-14D Tomcat

Scale: 1/32nd

Product No.: R32-037

Type: Accessory

Designed for: Tamiya kit

Parts: Resin 20

Price: \$39.95

Includes: Revised panels either side of the rear

fuselage, tail warning radar, RIO's cockpit tub (note: the new pilot's cockpit tub noted in the instructions is not included), new instrument panel coamings, forward sensor and nose wheel doors, as well as HUD frames, new exhaust pipes and ejection seats.

Conclusion

This is a very impressive update, but you

will still need the Teknics F-14A cockpit update set to complete it. All of the resin components are to the highest quality and this conversion can be recommended to all experienced modellers.

Our thanks to Brockhurst Hobbies for the review sample.



R32-037 (F-14D Conversion)

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

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1/72

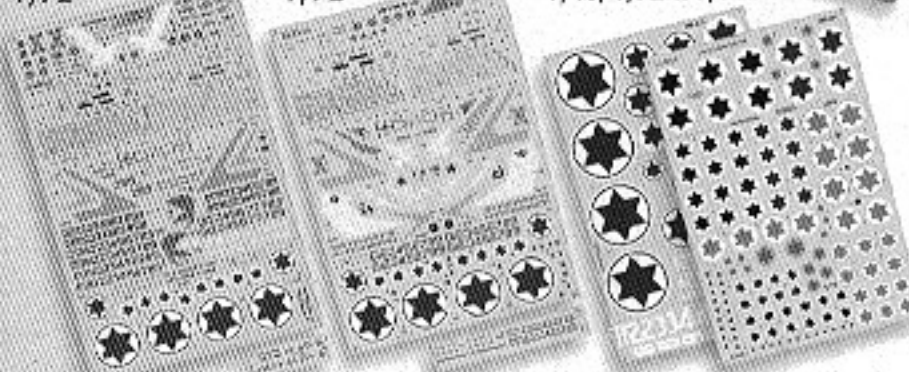
IAF-16

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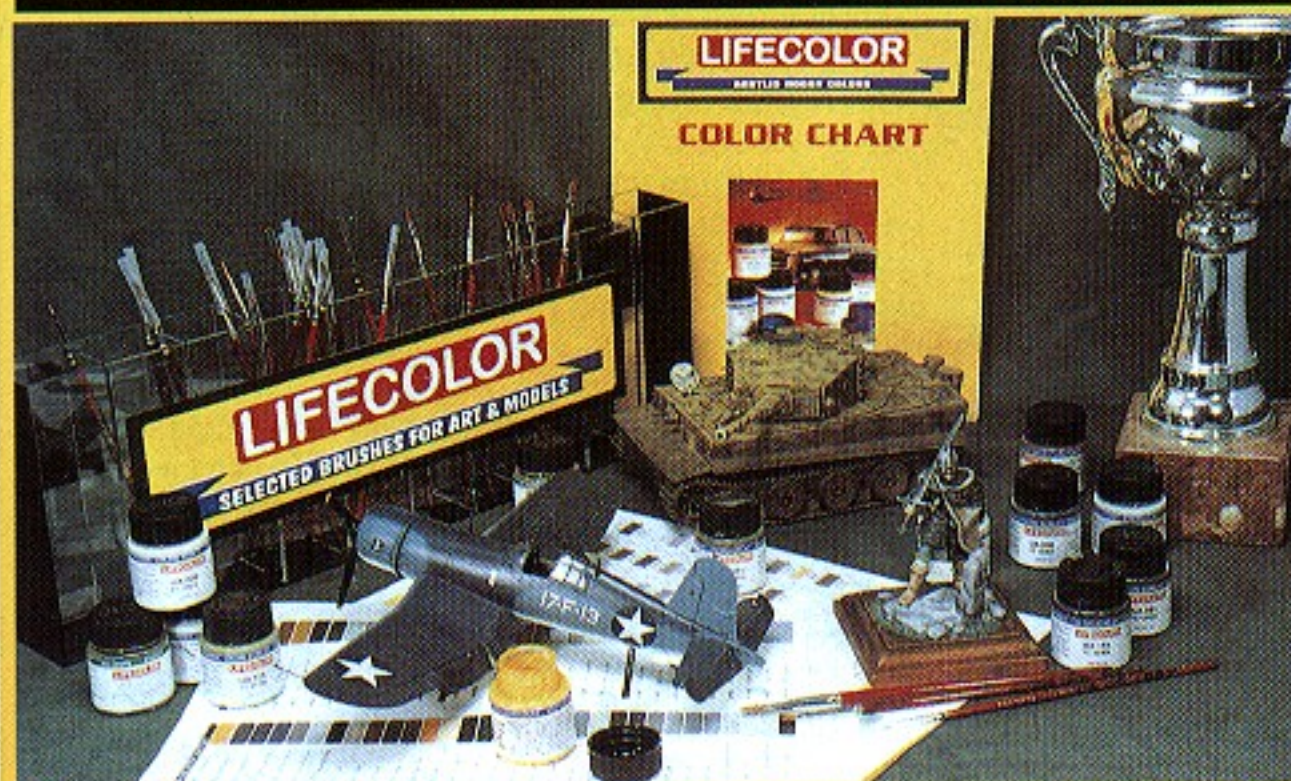


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J. Rutman

This month sees a nice batch of new accessories and conversion sets in 1/32nd scale from this manufacturer, samples of which have been passed directly to us for review.

1/32nd Scale

Subject: Junkers Ju 87G-2

Scale: 1/32nd

Product No.: N/K

Type: Conversion

Designed for: Revell® kit

Parts: Resin 52, Etched 16, Metal 1, Vac-formed Clear 3

Price: \$45.00

Includes: The largest parts of this conversion are a completely new nose section, plus the wheel spats and 37mm cannon. The set also includes a new cockpit interior, with sidewalls, radio equipment, instrument panel and seat. Other external components include a new propeller and wing tips. The metal component is a new tailwheel yoke, and the etched parts offer all the buckles etc for the seat harness.



Junkers Ju 87G-2 conversion

Subject: P-47 Cockpit Set 'Bubbletop'

Scale: 1/32nd

Product No.: N/K

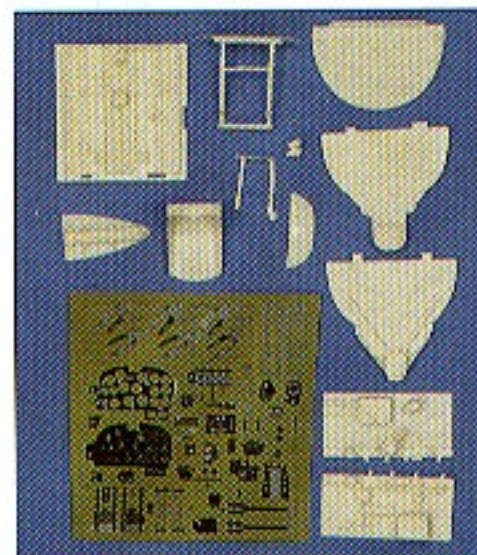
Type: Accessory

Designed for: Revell® kit

Parts: Resin 9, Etched 64

Price: \$26.00

Includes: This set offers a new cockpit floor, rear bulkhead, seat frame, seat, sidewalls, instrument panel coaming, control column and upper decking panel, all in resin. The remainder



P-47 Cockpit Set 'Bubbletop' (Razorback components also shown)

of the set is etched and comprises a new instrument panel, rudder pedals, sidewall details, seat buckles and various airframe details. This set is also available for the 'Razorback' version, at the same price, so please specify which one you want when ordering.

Subject: P-47 Corrected Cowling

Scale: 1/32nd

Product No.: N/K

Type: Accessory

Designed for: Revell® kit

Parts: Resin 3

Price: \$14.00

Includes: A replacement (corrected) cowling for the Revell® kit, plus the rear bulkhead and the oil cooler splitter plates. The gills are supplied on a sheet of pre-cut plastic card.



P-47 Corrected Cowling

Subject: P-47 Dorsal Fillet

Scale: 1/32nd

Product No.: N/K

Type: Accessory

Designed for: Revell® kit

Parts: Resin 1

Price: \$2.00

Includes: The P-47's dorsal fillet, offered as an 'add-on' component.



P-47 Dorsal Fillet

Subject: P-47 Main Wheels 6-Spoke

Scale: 1/32nd

Product No.: N/K

Type: Accessory

Designed for: Revell® kit

Parts: Resin 6

Price: \$6.00

Includes: Two replacement 'weighted' main wheels complete with either spoked or plain hubs as separate components.

Subject: P-47 Corrected Gun Ports

Scale: 1/32nd

Product No.: N/K

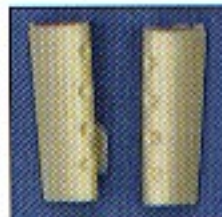
Type: Accessory

Designed for: Revell® kit

Parts: Resin 2

Price: \$2.50

Includes: The gun ports in the Revell® kit are parallel with the leading edge of the wing, when in fact all P-47 guns were parallel with the ground, resulting in an upward sloping set of gun ports. These little inserts overcome the problem quite effectively.



P-47 Corrected Gun Ports

Subject: P-47 Wheel Well

Scale: 1/32nd

Product No.: N/K



P-47 Main Wheels 6-Spoke



P-47 Wheel Well

Type: Accessory

Designed for: Revell® kit

Parts: Resin 6, White Metal 3

Price: \$23.00

Includes: Detailed wheel well inserts, along with the undercarriage compression links, the tail wheel and the canvas cover around the tail wheel leg, all in resin. The white metal parts are the main oleos and tailwheel yoke.

Subject: Me 262 Wheel Well

Scale: 1/32nd

Product No.: N/K

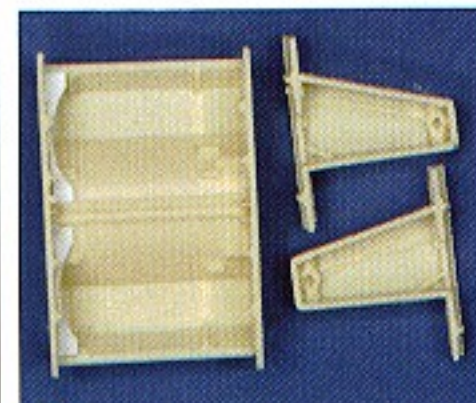
Type: Accessory

Designed for: Revell® or Hasegawa kits

Parts: Resin 3

Price: \$18.00

Includes: The centre section of the fuselage, as visible through the wheel well, along with the outer sections within each wing.



Me 262 Wheel Well

Subject: Fw 190A Wheel Well

Scale: 1/32nd

Product No.: N/K

Type: Accessory

Designed for: Hasegawa kit

Parts: Resin 5

Price: \$17.95

Includes: A completely new insert to give detail to the interior of the wheel wells in the Hasegawa kit.



Fw 190A Wheel Well

Subject: Fw 190A Wheel Opening Correction

Scale: 1/32nd

Product No.: N/K

Type: Accessory

Designed for: Hasegawa kit

Parts: Resin 1

Price: \$4.00

Includes: A



Fw 190A Wheel Opening Correction

replacement section to correct the error in the lower fuselage between the wheel wells on the Hasegawa Fw 190A kit.

Subject: Ju 87B and Early D Siren and Siren Propeller

Scale: 1/32nd

Product No.: N/K

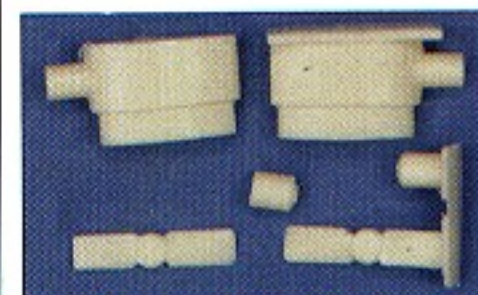
Type: Accessory

Designed for: Revell® kit

Parts: Resin 6

Price: \$8.00

Includes: A set of mid-sections for the undercarriage spats on the Revell® kit, plus the wind-driven siren and its associated fairings.



Ju 87B and Early D Siren and Siren Propeller

Subject: Ju 87 Main Undercarriage Legs w/o Spats

Scale: 1/32nd

Product No.: N/K

Type: Accessory

Designed for: Revell® kit

Parts: Metal 2

Price: \$5.00

Includes: Two metal undercarriage legs, as often seen once the lower spats were removed on the Ju 87.



Ju 87 Main Undercarriage Legs w/o Spats

Conclusion

Each of these sets will certainly add a lot to the intended kits, as all of them are getting a bit 'long in the tooth'. The resin casting is very good, as is the level of detail etc. The only down side is the total lack of instructions, which although not a problem for things like the undercarriage sets, could be a real handicap to those doing the Ju 87G-2 conversion. That said, they are all recommended to the experienced amongst you.

Our thanks to J. Rutman for the review samples. UK modellers will have to obtain examples directly from the manufacturer, as the production process makes it unlikely that they will ever be readily available in the UK.

News

Red Roo Models

1/72nd Scale
 RRD7206 - Brewster Buffalo Mk I, flown by Sgt M.N. 'Mac' Read, No. 453 Sqn (RAAF)
 RRD7207 - Brewster Buffalo Model 339-23, flown by Flt Sgt John Bailey, No. 25 Sqn (RAAF)
1/48th Scale
 RRD4802 - Mustang Mk IV, flown by Sqn Ldr P.M. Nash
 RRD4804 - P-51D Mustang, flown by Fg Off Bill Horsman, No. 82 Sqn (RAAF)
 Price: Aus\$8.90 each

Aztec

1/48th Scale
 48-011 - Latin Eagles IV 'Mayan Gods' (Inc F-51D, F4U-4/5 & P-47D)
 48-012 - 'Latin Eagles III' (Inc F-5E/F, F-104G & A-37B)

Eagle Cals

1/48th Scale
 EC#22 - II/JG4(Sturm) Fw 190s (4x Fw 190 A/F)
 EC#25 - B-25C/Ds, No. 320 (Dutch) Squadron (4x B-25)
1/32nd Scale
 EC#23-32 - Doras of the Galland Circus (4x Fw 190D)
 EC#24-32 - Yellow 10 (4x Fw 190D-9/13)
 Price: \$9.00 (1/48th), \$10.00 (1/32nd)

Experts-Choice

1/72nd Scale
 72-15 - F-16A (x6)
 72-22 US Blue Bordered National Insignia 1943-1947
 72-23 US Full Color National Insignia from 1947
 72-24 - US Red Bordered National Insignia 1943
 72-25 - US National Insignia 1918-1943
 72-27 - F-84E/G 'Air National Guard' (x4)
1/48th Scale
 48-24 - F-106A/B, chase plane for B-1 test programme
 48-25 - F-101B Voodoo, 148th FIS
 48-26 - F-101B Voodoo, 136th FIS
 48-27 - F-101B Voodoo, 445th FIS
 48-28 - A-7D (x4)
 48-36 - F-4E 'Last of the ANG Gunfighters'
 48-45 - F-106A/B Delta Dart 'Last Flight'
 48-55 - F-100D Super Sabre (6x F-100)
 Price: \$8.50

Galdecad

1/72nd Scale
 72.003 - Finnish Air Force Part 3
 72.004 - Finnish Air Force Part 4
 Price: £5.50

Max Decals

1/144th Scale
 Max4402 - Aer Lingus A321, 320 & BAC 1-11
 Max4403 - Aer Lingus Classics (L1049 Constellation, DC-3 & Fokker F27 Friendship)
 Max4404 - Aer Lingus Boeing 707-340C (1966 & 1976)
 Price: £6.50
 Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.

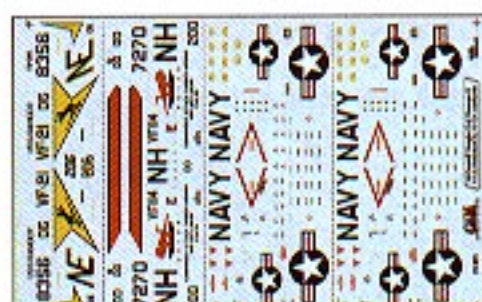
Custom Aeronautical Miniatures

This month sees five new sheets, all of which have been passed directly to us by Brockhurst Hobbies.

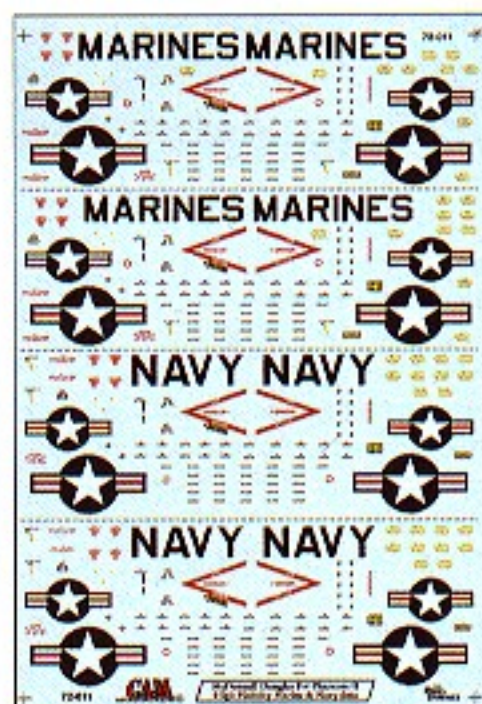
1/72nd Scale

72-004 McDD F-4J Phantom

- 1. McDD F-4J, BuNo. 158356, VF-21 Freelancers, USS Ranger, 1978.
- 2. McDD F-4J, BuNo. 157270, VF-114 Aardvarks, USS Kitty Hawk, 1974.



72-004 McDD F-4J Phantom



72-011 McDD F-4 Phantom Hi-Vis Marine & Navy Data

72-011 McDD F-4 Phantom Hi-Vis Marine & Navy Data

This sheet offers four complete sets of national insignia and stencils in the hi-visibility style.

72-013 McDD F-4J Phantom

- 1. McDD F-4B, BuNo. 153009, VF-51 Screaming Eagles, USS Coral Sea, 1972.
- 2. McDD F-4B, BuNo. N/K, VF-111 Sundowners, USS Coral Sea, 1975.

72-014 McDD F-4J Phantom

- 1. McDD F-4J, BuNo. 157299, VF-103 Sluggers, USS Saratoga, 1971.
- 2. McDD F-4J, BuNo. 157308, VF-11 Red Rippers, USS Forrestal, 1976.

72-018 McDD F-4J Phantom

- 1. McDD F-4B, BuNo. 151007, VMFA-321 Hell's Angels, NAS Andrews, 1975.
- 2. McDD F-4B, BuNo. 151471, VMFA-312



72-013 McDD F-4J Phantom

Checkerboards, MCAS Beaufort, 1972.

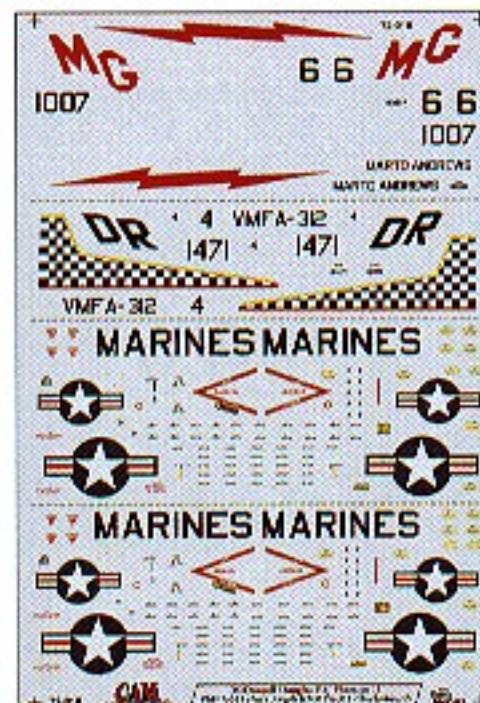
Conclusion

Each of these sheets (with the exception of 72-011 of course) offers two complete sets of stencils and national insignia, so that both options can be built.

Our thanks to Brockhurst Hobbies for the review samples. UK modellers can obtain examples via Hannants, while all other enquiries worldwide should be made directly to Brockhurst Hobbies.



72-014 McDD F-4J Phantom



72-018 McDD F-4J Phantom

Fantasy Printshop

1/48th Scale

FP826 - SH-3D Sea King

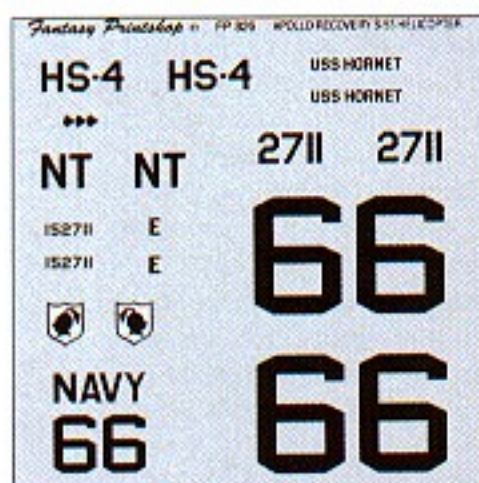
- 1. SH-3D Sea King, BuNo. 152711, HS-4, USS Hornet, '1966 Apollo Recovery'.

This simple sheet offers all the markings applied to this machine during the Apollo recovery flight in 1966. These are all simple black characters, that go over the Light Gull Grey and white scheme.

Conclusion

This particular option has been available in kits in the past, but has not been around for many years now. The release of this sheet will be welcomed by many who want to add this historic machine to their collection. This sheet is £2.95.

Our thanks to Fantasy Printshop for the review sample.



FP826 - SH-3D Sea King '1966 Apollo Recovery'

Leading Edge Models

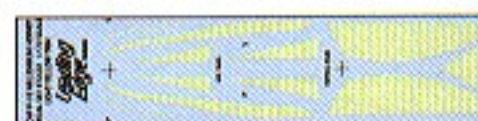
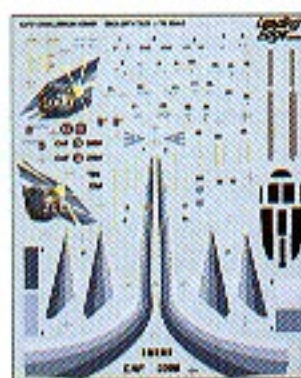
1/72nd Scales

72.22 - CF-18 Hornet

- 1. CF-18 Hornet, Canadian Armed Forces 2000 Anniversary scheme, No.410 (Cougar) Sqn, CFB Cold Lake.
- This sheet is also available in 1/48th scale as 48.22.

Conclusion

Leading Edge never fail to come up with colourful Canadian subjects, and this latest sheet is no exception. The quality of the printing



The decal sheet from 72.22

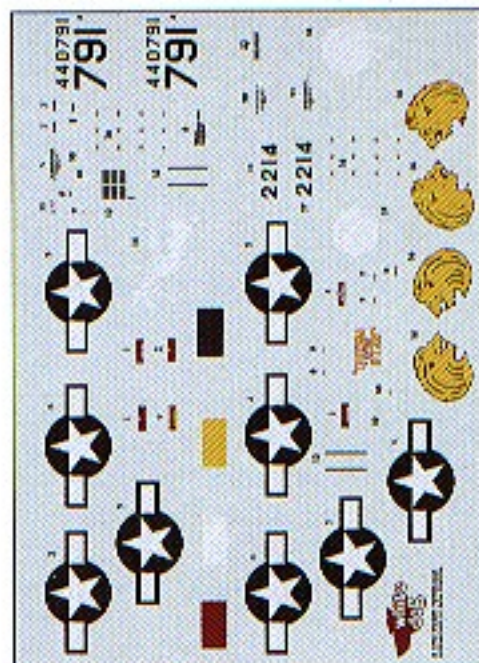
of the complicated motif on the tail has to be seen to be fully appreciated, it is stunning! Our thanks to Leading Edge Models for the review sample. UK modellers can obtain examples from Hannants.



CF-18 Canadian Armed Forces 2000 Anniversary scheme

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

White Dog Decals



721001 - Consolidated B-24



1/72nd Scale

721001 -

Consolidated B-24

- 1. B-24J-180-CO, 44-40791, 'Playmate', 867th Bomber Squadron (BS), 494th Bomber Group (BG).
- 2. B-24M-20-CO, 44-42214, 'Queen of the Strip', 529th BS, 380th BG.

721002 -

Consolidated B-24

- 1. B-24J-160-CO,

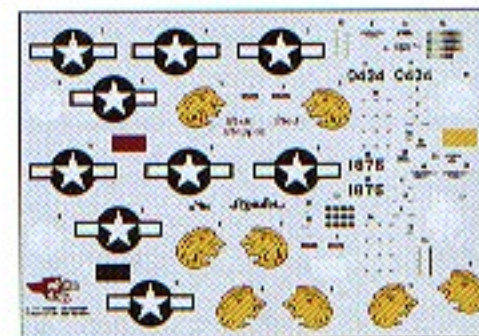
44-40434, 'Flak Fled Flapper', 528th BS, 380th BG.

- 2. B-24M-5-CO, 44-41875, 'Net Result', 528th BS, 380th BG

721003 - PB4Y-2s

- 1. PB4Y-2, BuNo. 59491, 'Tail Chaser', VPB-121.
- 2. PB4Y-2, BuNo. 59564, 'Ol Blanderbus', VPB-121.
- 3. PB4Y-2, BuNo. 59495, VPB-121.

721004 - Boeing B-17Gs



721002 - Consolidated B-24



- 1. B-17G-50-VE, BuNo. 48158, 'Bobby Sox', 850th BS, 490th BG.
- 2. B-17G-95-BO, BuNo. 338728, '5¢ with Breakfast', 851st BS, 490th BG.
- 3. B-17G-75-DL, BuNo. 44-83254, 851st BS, 490th BG.

NAU72001 - Nose Art Upgrade

- 1. Boeing B-29 'South Sea Sinner'. For use with AeroMaster sheet 72-129.

NAU72002 - Nose Art Upgrade

- 1. Boeing B-29 'Our Gal'. For use with AeroMaster sheet 72-129.

NAU72004 - Nose Art Upgrade

- 1. Boeing B-29, 'Southern Comfort'. For use with AeroMaster sheet 72-131.

NAU72005 - Nose Art Upgrade

- 1. Boeing B-29, 'Dragon Lady'. For use with AeroMaster sheet 72-131.

NAU72013 - Nose Art Upgrade

- 1. B-17G, '5¢ with Breakfast'. For use with Superscale sheet 72-749.

PMT72008 - P-61A

- 1. P-61A-10, 'Ally R', 418th Night Fighter Squadron, South West Pacific.

PMT72007 - P-61B-15

- 1. P-61B-15, 'Black Panther', 418th Night Fighter Squadron, South West Pacific.

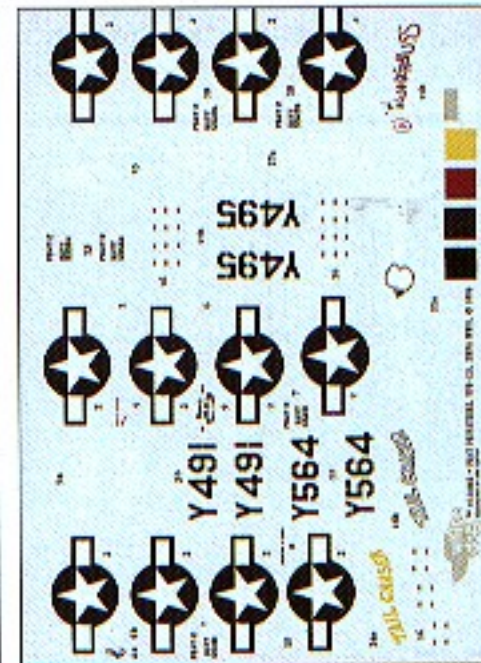
1/48th Scale

NAU48001 - Nose Art Upgrade

- 1. B-24, 'On Defence'. For use with Monogram kit #5608.

Conclusion

The initial sheets in this selection are the normal waterslide type, although the nose art in each is supplied as a dry transfer. All the remaining nose art upgrades and the two P-61 sheets are purely dry transfers, and as a result the clarity of image that they offer has to be seen to be believed.

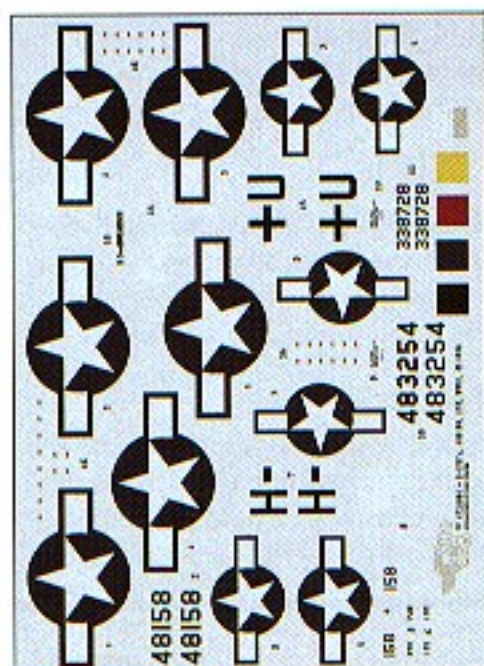


721003 - PB4Y-2s



721004 - Boeing B-17Gs

Our thanks to White Dog Decals for the review samples. As far as we are aware, this is no current UK stockist of this range.



721004 - Boeing B-17Gs



721005 - Boeing B-29, 'Dragon Lady'



721002 - Consolidated B-24



721001 - Consolidated B-24



721003 - PB4Y-2s



721004 - Boeing B-17Gs

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Orion Model Accessories

The latest samples from this American manufacturer were passed to us during the IPMS(USA) National convention.

1/72nd Scale

ORD72016 - F/A-18C/D Kuwaiti Air Force

The instructions only show two machines; S/No. 441 of No. 9 Squadron and S/No. 432 of No. 25 Squadron. However, the massive decal sheet includes dozens of serial numbers etc, so obviously using the extensive details included in the instructions you could



ORD72016 - F/A-18C/D Kuwaiti Air Force

combine the markings to make any one of a number of machines.

1/48th Scale

ORD48000 - F/A-18D USMC

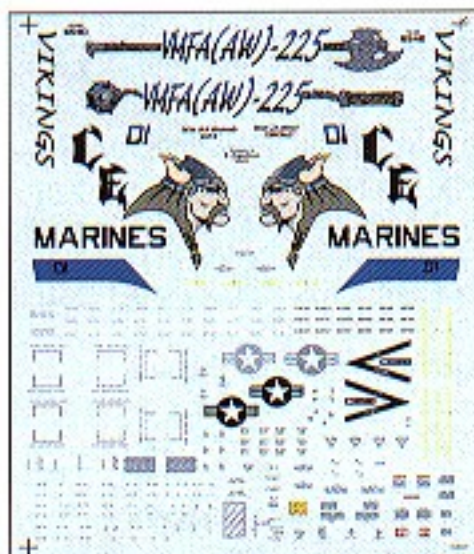
•1. F/A-18D, BuNo. 163410 of VMFA(AW)-225 Vikings.

ORD48016 - F/A-18C/D Kuwaiti Air Force

This is just a scaled-up version of ORD72016 reviewed elsewhere and all the comments made for that sheet apply here also.

Conclusion

Each of these sheets comes with an extensive set of instructions that cover everything from the overall scheme to cockpit interior and wheel well colours (all FS cross-referenced).



ORD48000 - F/A-18D USMC

These instructions also include details on the ejection seats installed in these machines, plus lots of other information. The Kuwaiti sheets are a bit confusing though, but each set comes



The two sheets in ORD48016 - F/A-18C/D Kuwaiti Air Force

with full stencilling and a very clear guide as to where each stencil goes. Excellent stuff, and you will not be surprised to hear that the man behind this firm has spent over 12 years working with the F/A-18! Our thanks to Orion Model Accessories for the review samples.

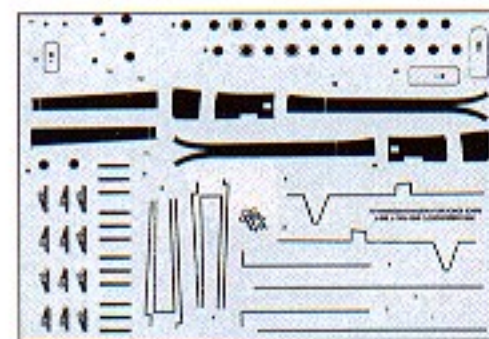
Cloud Master

Two of the latest sheets in this range have been passed directly to us for review by Dutch Decals.

72/10 - Lockheed L-049/749/1079

Constellation Walkways, Windows, De-icing Boots etc

As the title says, this sheet offers all the walkway, windows and de-icing markings applied to the Constellation. The interesting thing about these decals is that they feature 'peelable varnish'. The instructions state that once applied over a gloss finish and allowed to dry fully, the varnish can be carefully peeled off. Each image features a 'tab' extending outside the parameters of the artwork, and this is the point at which you will start to lift



The 'peelable' decals of 72/10

the varnish. This is certainly an interesting process, but one which I suspect will take care and practice to do well.

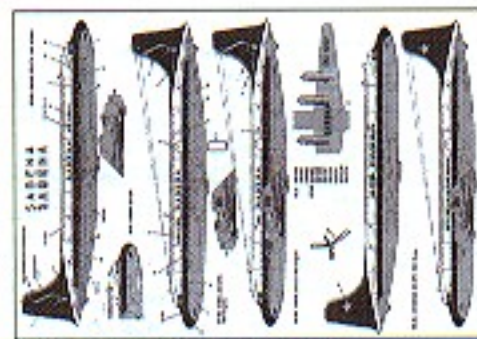
72/11 - Sabena/Air Congo DC-6A/B

- 1. DC-6B, OO-CTN, Sabena, Belgium, 1964
- 2. DC-6B, OO-CTM, Sabena, Belgium, 1964.
- 3. DC-6B, OO-CTK, Air Congo, 1961.

Conclusion

The first sheet may prove to be the way forward with decals, as the elimination of the carrier film by its actual removal would answer the prayers of many modellers. The DC-6 sheet offers some colourful alternatives for the Heller kit.

Our thanks to Dutch Decals for the review samples. UK modellers can obtain this range via Aeroclub, ED Models or Hannants.



The three DC-6 options on 72/11

T-Stoff Research Ltd

Many of you will scratch your heads seeing this manufacturer's name, but going by their products etc, I would guess that they were originally part of Ministry of Small Aircraft Production (MSAP). This is backed up by the fact that their web site address is www.msap.com!

1/48th Scale

48101 - Canadair Sabres

- 1. Sabre Mk 6, S/No. 23707, No. 434 Squadron (RCAF), Zweibrücken.
 - 2. Sabre Mk 6, S/No. 23456, No. 444 Sqn (RCAF), Soellingen.
 - 3. Sabre Mk 6, S/No. 23661, No. 439 Sqn (RCAF), Marville.
 - 4. Sabre Mk 4 (upgraded), XB630, No. 71 Sqn (RAF), 1955.
 - 5. Sabre Mk 4 (upgraded), XB981, No. 4 Sqn (RAF), 1955.
- This pack also includes two resin components. These replace the cooling inlets aft of the wing



The five Sabre options on 48101

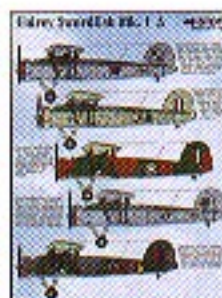


The resin components included in 48101

trailing edge, and the area that needs to be removed from the kit parts is clearly shown in the instructions.

48102 - Fairey Swordfish

- 1. Swordfish Mk I, L2810, No. 815 Squadron, 1940.
- 2. Swordfish Mk I, L7647, No. 820 Squadron, HMS Ark Royal, 1941.
- 3. Swordfish Mk I, K8871, No. 785 (Training) Squadron, 1941.
- 4. Swordfish Mk I, L7647, No. 820 Squadron, HMS Ark Royal, 1940.
- 5. Swordfish Mk I, L7673, No. 744 Squadron, 1941.



The five Swordfish options in 48102

Conclusion

Each of these sheets includes all the unique and national insignia to build all five options offered. The sheets do not include stencils of any kind. The only price we currently have for these sheets is \$9.00 each.

Our thanks to T-Stoff Research Ltd for the review samples.

AeroMaster

1/48th Scale

48-487 - Israeli Barak F-16

- 1. F-16C, 313.
- 2. F-16D, 050.
- 3. F-16C, 502.
- 4. F-16C, 534.
- 5. F-16C, 020.
- 6. F-16D, 083.



48-487 - Israeli Barak F-16

48-500 - Phancy Phantoms Pt.I

- 1. McDD F-4B, BuNo. 153064, VMFA-115.
- 2. McDD F-4S, BuNo. 153904, VMFA-321.

48-506 - Century Wings: F-101B Voodoo

- 1. F-101B-110-MC, S/No. 80265, 119th FG, 178th FIS.



48-500 - Phancy Phantoms Pt.I

- 2. F-101B, S/No. 70364 of the 60th FIS.

48-507 - Century Wings: F-105G Wild Weasel

- 1. F-105G, 63-8332, 35th TFW, 562nd TFS.
- 2. F-105G, S/No.



48-506 - Century Wings: F-101B Voodoo



48-507 - Century Wings: F-105G Wild Weasel



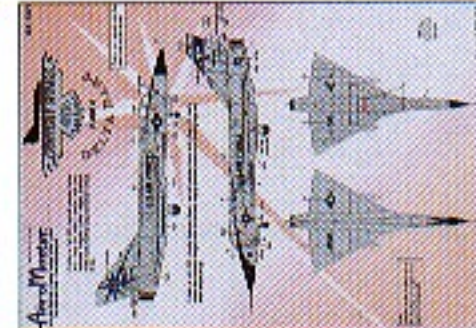
48-508 - Century Wings: F-102A Delta Dagger

- 63-8307, 35th TFW, 562nd TFS.

48-508 - Century Wings: F-102A Delta Dagger

- 1. F-102A, FC-387, 431st FIS 'Satan's Kitten'.
- 2. F-102A, S/No. 50-53391, 196th FIS, 163 FIG, California ANG.

48-509 - Century Wings: F-106A Delta Dart



48-509 - Century Wings: F-106A Delta Dart

- 1. F-106A, 318th FIS.
- 2. F-106A, 125th FIG, Florida ANG.

Conclusion

This is another good selection of releases from AeroMaster and they are all up to the standards we expect from this manufacturer. Our thanks to AeroMaster for the review samples.

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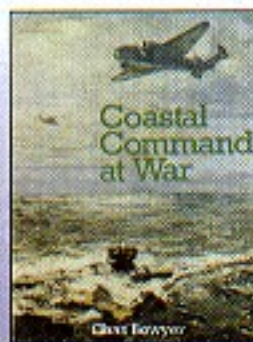
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A4-155 Braniff Boeing 707-320C

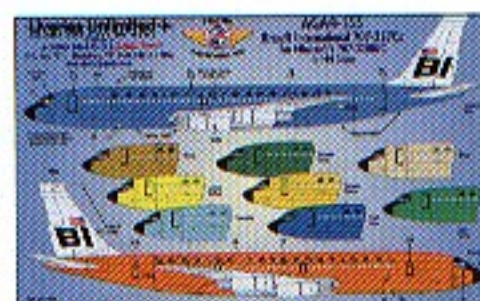
This offers registrations for N7095 to N7104, which can be finished in the ten colours listed on the instructions. Price: \$8.50

A4-G10 A320/321 Corregard Inspar Panels

This sheet offers the two panels and is designed for the Revell A320/321 kits. Price: \$4.00



A4-153 Air 2000 Airbus A321



A4-155 Braniff Boeing 707-320C

1/72nd Scale

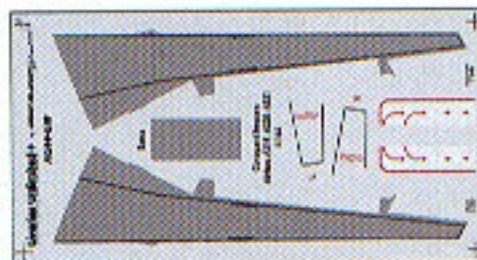
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Multi-Scale

AX-001 - Engine Manufacturer Logos

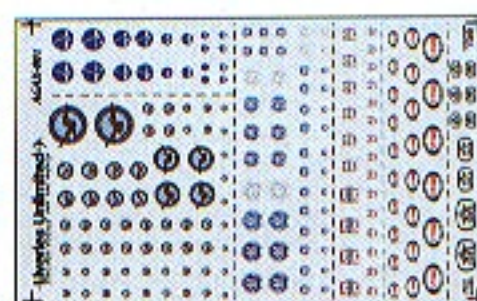
This sheet offers over 100 manufacturer logos



A4-G10 A320/321 Corregard Inspar Panels



A7-015 Pan American B-377 Stratocruiser



AX-001 - Engine Manufacturer Logos

that are suitable for models in most of the popular scales.
Price: \$5.00

Conclusion

This is another fine selection of high quality decals from Liveries Unlimited. They are very well printed and the full-colour instructions should leave you in no doubt about the overall scheme and the correct location of each decal.

Our thanks to Liveries Unlimited for the review samples.

Airway Graphics

Quick off the mark, Airways Graphics have produced a sheet specifically for the new KC-97 series from Academy, a sample of which has been sent directly to us for review.

1/72nd Scale

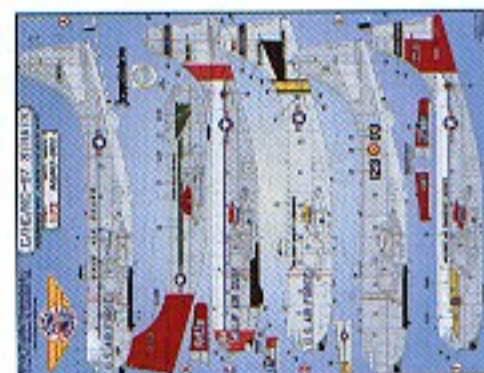
M7-002 C/HK/KC-97 Stratotanker

- 1. KC-97L, S/No. 52-2630, 'Zeppelinheim', 145th AREFS, 160th AREFG, Ohio ANG, Rhein-Main, Germany, 1976.
- 2. YC-97A, S/No. 45-59595, 1st Strategic Support Squadron (SAC), Rhein-Main, Germany, May 1948 (Berlin Airlift).
- 3. C-97A, 48-416, 146th ATW, California ANG, early 1960s.
- 4. HC-97G, 52-2782, 36th ARS, Tachikawa, Japan, 1969.
- 5. KC-97L, 123-03, Ejercito del Aire de España, 1975.
- 6. C-97A, 48-402, 1501st ATW, Travis AFB, California, early 1950s.
- 7. C-97C, 50-692, MATS Atlantic Division, early 1950s.
- 8. KC-97F, 51-245, 305th BW(M), MacDill AFB, Florida, 1953.
- 9. KC-97G, 52-2782 from an unknown SAC unit, late 1950s.
- 10. KC-97L, 52-842, 108th AREFS, 126th AREFG, Illinois ANG, 1971.
- 11. KC-97L, 52-905, 126th AREFS, 128th AREFG, Wisconsin ANG, 1977.
- 12. YC-97B, 45-59596, MATS, Pacific Division, early 1950s.

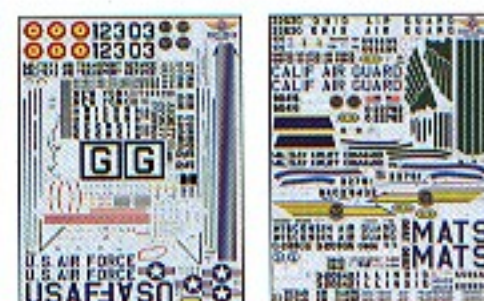
Price: \$21.95

Conclusion

The two large sheets included in this set are crammed full of beautiful colourful images, all in perfect register. A good



Six of the options offered on AGM7-002



The two decal sheets in AGM7-002

selection of stencils, walkway and propeller markings is also included. The instructions are clear, with lots of information on the various parts that should be added to the Academy kit for each colour option.

If you have any of the Academy kits in your collection, then you should really consider these sheets, as they offer so many colourful alternatives. Your only problem will be deciding on which one to make, or stopping yourself adding up to ten KC-97s to your collection!

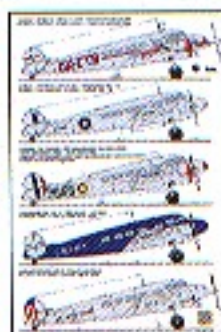
Our thanks to Airways Graphics for the review sample.

Tally Ho!

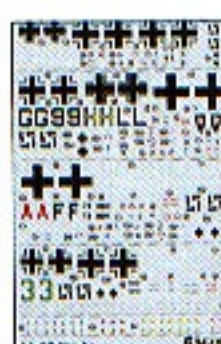
1/72nd Scale

72 011 - Lockheed L10A/B Electra

- 1. Electra L-10A, C/No. 1091, OK-CTB, Czechoslovakia, March 1938.
- 2. Electra L-10A, C/No. 1123, AX700, RAF, Far East, 1945-6.
- 3. Electra L-10A, C/No. 1091, N241M, 7656, RCAF, WWII.
- 4. Lockheed XR2-0, C/No. 1051, US Navy.
- 5. Lockheed XR40-1, C/No. 1053, US Coast Guard.



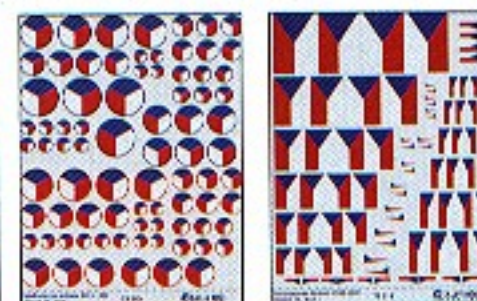
The five Electra options on 72 011



The decal sheet from 72 012

72 012 - Luftwaffe Nachtjäger Pt.1

- 1. Bf 109D, N+8, 10(N)/JG26, Bonn-Hangelar, flown by Oblt. Johannes 'Macki' Steinhoff.
- 2. Fw 190A-6, 'Green 3', JG300,



The two sheets of national insignia offered in 72 013

- Bonn-Hangelar, flown by Friedrich-Karl Müller, 1943.
- 3. Bf 110C-1, G9+HL, 2.NJG 2, flown by Werner Streib (Staffelkapitän), Gütersloh, July 1940.
- 4. Bf 110G-4, 7J+AE, IL/NJG 102 'Protektorat Böhmen und Mähren', Prague, May 1945.

72 013 - Czechoslovakian Air Force 1923-1939 National Insignia

This two-sheet set offers a mass of Czechoslovakian national insignia in both roundel and pennant form.

S72 001 - Curtiss P-40E/M/N Stencils

This sheet offers two complete sets of stencils for the P-40E, M or N.

1/48th Scale

48 006 - Luftwaffe Nachtjäger Pt. 1



The P-40 stencils in S72 001

This is a scaled-up version of 72 012, and offers the same four options.

48 007 - Douglas C-47 Dakota/Skytrain Pt.1

- 1. C-47B, 43-16119, 'Jungle Skippers' of the 55th Troop Carrier Squadron, Hill Fighter Strip, Mondoro Island, December 1944.
- 2. C-47A, 4292189, 'Turf and Sport Special', 61st Troop Carrier Squadron, 314th Troop Carrier Group, Operation 'Market Garden', September 1944.
- 3. Dakota Mk I, KG488, No. 267 (Pegasus) squadron, Desert Air Force, Egypt, 1942.

Conclusion

Each of these sheets offers all the unique markings for each option and some of them also offer a good selection of stencils. The



The four options on 48 006



The three Dakota options on 48 007

Electra sheet offers propeller logos, but not stencilling.

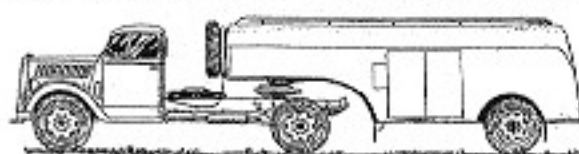
To date we are unaware of a UK stockist of this excellent range, so all enquiries have to be made directly to Tally Ho!

Our thanks to Tally Ho! for the review samples.



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The latest releases in this range of die-cut masks have been passed to us by Meteor Productions.

1/48th Scale

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CEBM48377 - F4U-1 'Birdcage'



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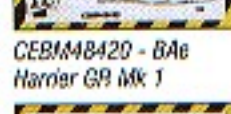
CEBM48416 - Lockheed U-2C



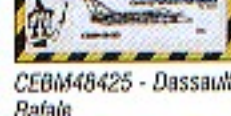
CEBM48418 - Bell AH-1S Cobra



CEBM48420 - BAe Harrier GR Mk 1



CEBM48425 - Dassault Rafale



CEBM48425 - Dassault Rafale



CEBM48430 - Messerschmitt Me 263A



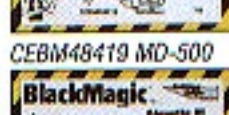
CEBM48411 - AD-5/A-1E Skyraider



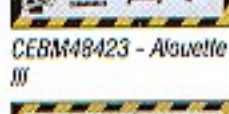
CEBM48417 - OH-58A Kiowa



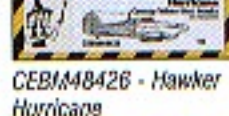
CEBM48419 MD-500



CEBM48426 - Hawk Hurricane



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CEBM48445 - BAe Harrier GR Mk 3

from the manufacturer. UK modellers can obtain the range via Hannants.

Our thanks to Meteor Productions for the review samples.



CEBM48462 - F-7E



CEBM48464 - FBC-1



CEBM48471 - Messerschmitt Bf 109E



CEBM48472 - Dassault Rafale M



CEBM32055 - Bell X-1



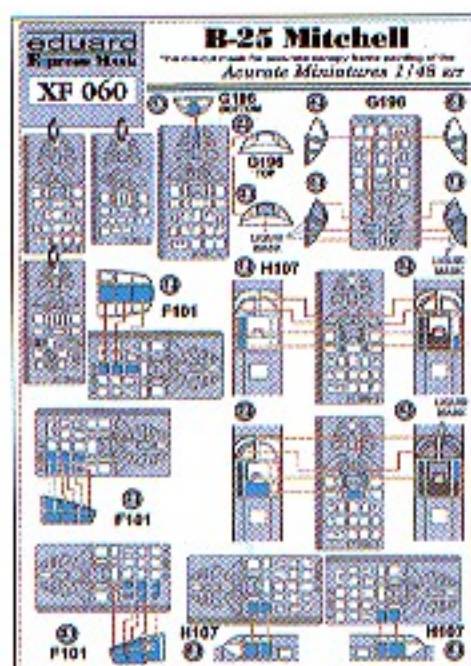
CEBM32056 - Ki-84 Hayate



CEBM32057 - NIK2-J Shinden Kai

Eduard M.A.

The latest additions to the 'Express Mask' series have been passed directly to us for review.

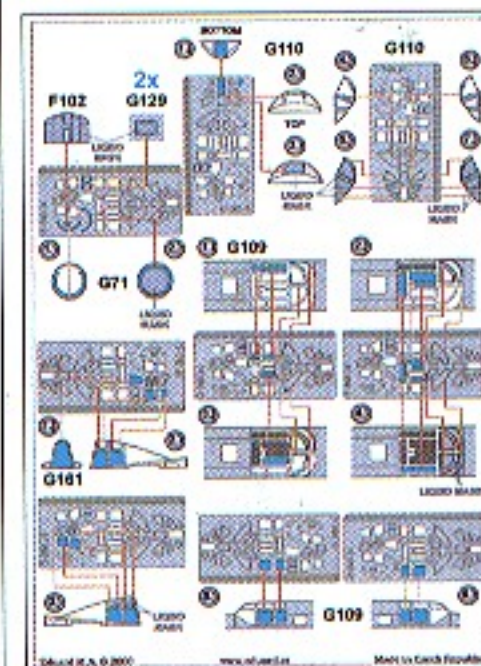


XF060 B-25 Mitchell

1/48th Scale

XF060 B-25 Mitchell

This sheet is designed for the Accurate Miniatures kits (which already includes die-cut masks), but this set includes masks for all the glazed areas of the kit. Nose, canopy, turrets and even fuselage windows



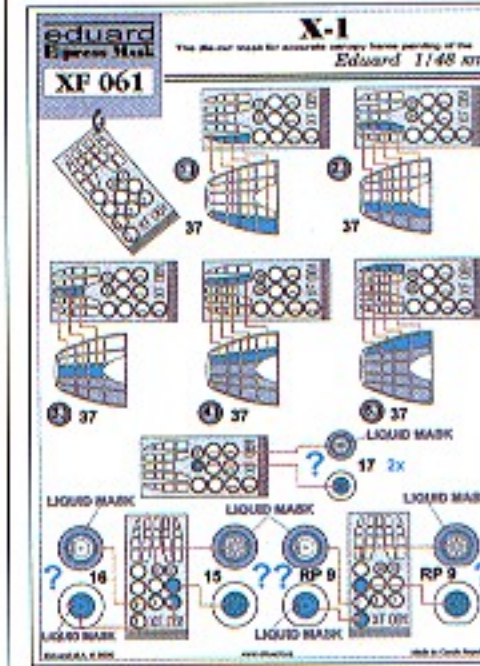
are masked via this three-sheet set.

XF061 Bell X-1

Although the Bell X-1 would seem like an easy choice, the extensive glazed nose is complex to mask, so these die-cut masks will make your life easier. The sheet also

includes masks to allow you to spray both the wheel hubs and tyres.

Our thanks to Eduard M.A. for the review samples. UK modellers can obtain this range via Hannants or LSA Models.



XF061 Bell X-1

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All the above are complete kits with spare transparencies. D denotes decals included, * optional parts for different versions included.

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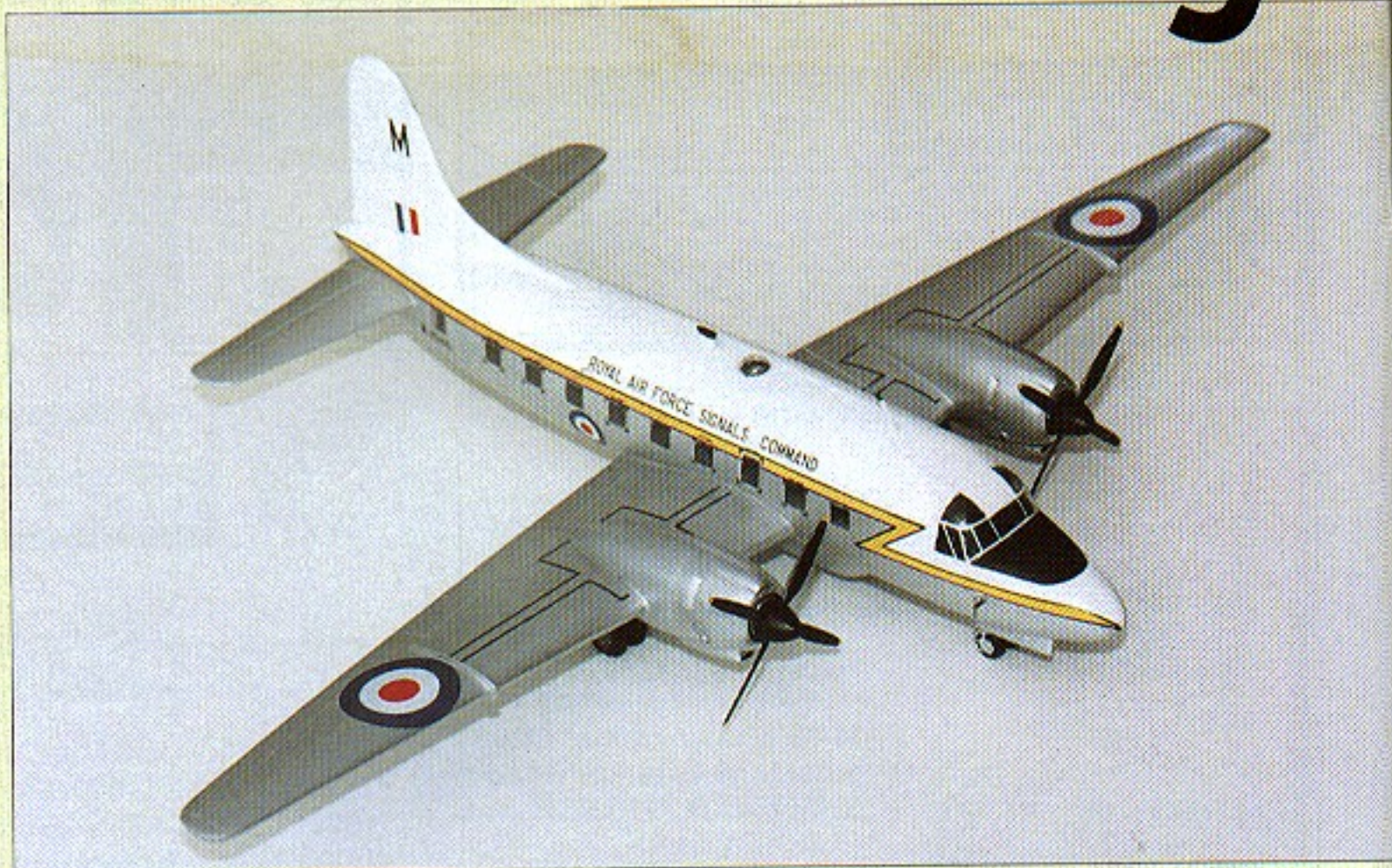
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Vickers Varsity

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My interest in the Varsity came about a number of years ago at one of those now sorely missed Battle of Britain At Home days at Biggin Hill. Three took part during the flypast segment of the show and I remember the sight and sound of these porcine-looking aircraft quite well. Although I was making models at the time a kit of the type was unavailable so the thought of adding one to my collection was ruled out, such was the impression the Varsity had on me.



Years later, and my modelling bug still with me, Aeroclub released their multi-media kit. On buying the kit, I recalled the event described above with the intention of building it sometime. Meanwhile Aviation News (Vol.3 No.17) with 1/72nd scale plans and the Air-Britain monograph/production list had since been added to my library both dealing with the Viking, Valetta and Varsity. Armed with these useful references I decided to set about building the kit. As usual a decision as to which colour scheme I should finish it in came about. By chance I was flicking through the Air-Britain publication and seeking some details of the No.115 Squadron machine featured in the kit decals, as it was based at R.A.F. Tangmere in my home county of West Sussex. I have had some personal connection with Tangmere while I was doing a gliding course courtesy of the A.T.C. so this assisted in my decision. Looking through the list of identities/serials in the publication I found that WJ946 made its first flight on my date of birth and was later delivered to No.115 Sqn. coded M. The serial for the No.115 Sqn machine in the kit decals being WJ945! This is good I thought, but more of this later....

So, enough of my rambling on about the reason behind this article... on with the show (as they say)!

The Kit

Aeroclub supply the kit in their nice stout boxes which open out into a tray (in the style of the bygone Frog kits) and make a useful addition to the work area. The parts come in two vac-form sheets with separate packs containing cockpit transparencies, white metal castings and the two main power eggs as resin castings. These are all stapled around the edge of the box preventing loss, a thoughtful move. The main airframe parts have recessed panel lines though these are a little heavy. Instructions come on two A4 sheets with useful tips on constructing vac-forms, and of course the build sequence. A separate larger sheet provides the colour scheme options to 1/72nd scale. And naturally a decal sheet consisting of all relevant markings including data and stencilling, all nicely printed, although on my example the small unit badges are a bit off register.

Construction

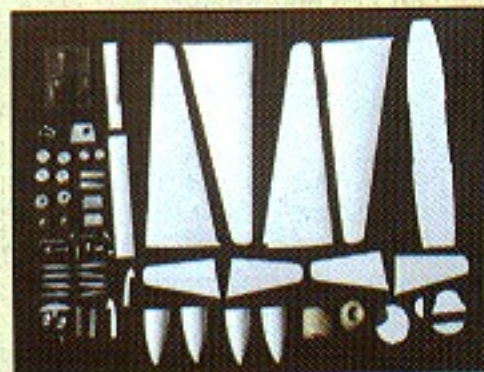
As is normal with vac-forms the task of preparing the parts is quite labour intensive. Those of you that build vac-forms regularly may disagree, but I have only tackled about four or five in the past umpteen years I've been kit bashing so I do find them time consuming. Anyway, once all the parts have been cut out of their mother sheets, the job of

sanding and scraping the inner faces of the fuselage, wing and tailplane halves until they have the desired sharp trailing edges has to be carried out. The one method I did not use was the wet and dry fixed to a work surface. I find this not very successful as one cannot be certain of achieving a uniform all round edge and I find it a bit awkward. I don't possess Tee-AI, so I tried an alternative method as suggested by Aeroclub in using a Stanley blade to scrape the surplus plastic away. This is an efficient method and with the help of a Sandvik sanding block I sanded out any errors along the faces to ensure an even join. Once all mating surfaces were treated in this manner I carried out a dry run to check for fit and alignment. Before going ahead and assembling I took the opportunity to improve the panel lines by first sanding the main surfaces of the wings, fuselage halves and tailplanes in order to reduce the heaviness of them. Care was taken not to overdo this but to sand just enough to leave as much of the original line as possible. The thick plastic used will allow this provided care is taken and a fine grade of wet and dry is used (I used 400 grade). Control surfaces such as ailerons, flaps and elevators were emphasised by scoring a bit more deeply and holding my P cutter at an appropriate angle to achieve the right look.

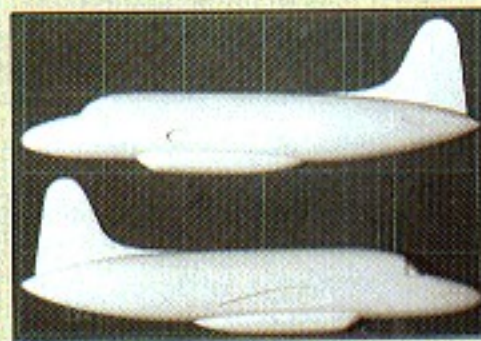
The fuselage panel lines were added to with the Aviation News plans as a guide. A thin strip of scrap aluminium I obtained was used as my cutting guide, being flexible enough to follow the fuselage contours. This was firmly held in place in one hand and scribed with the other. With these preliminaries over the next step to deal with would be the cabin windows. I had to decide whether to leave them and just simply paint them black in the final stages or cut them out and use Kristal-Klear. The windows measure

about a quarter of an inch square with two larger ones, one on each side. I felt that these openings were a little too big for Kristal-Klear to work effectively but decided to go ahead and cut them out anyway. The method used for this operation was to drill a hole in each corner inside the outlines depicted and one in the centre and then with a knife link the holes by scoring deeply then breaking through. The openings were treated by filing and trimming back the surplus to the aforementioned outlines leaving perfect windows. How I was going to depict the glazing would be dealt with later when I'd thought of a way. A floor and white metal components to furnish the cockpit area are supplied. With the floor prepared during the earlier cutting and sanding operations, the metal parts were prepared and assembled and painted in tank grey as this would look black when enclosed. The instrument panel has some detail to which I added the control wheels. I decorated this area to a minimum as little would be seen, but I did add seat belts from wine bottle foil to the seats and coloured them as appropriate. There are a pair of consoles to either side and when fixed in place, together with all the other pieces, there is some considerable weight which is needed to keep the nose on the ground. Once all this is done the whole assembly was fitted to one fuselage half as were the supplied strengtheners along the top and bottom edges. A rear bulkhead and formers which make up the nose wheel bay and floor support are also fitted in place, all this adding some strength to the finished model.

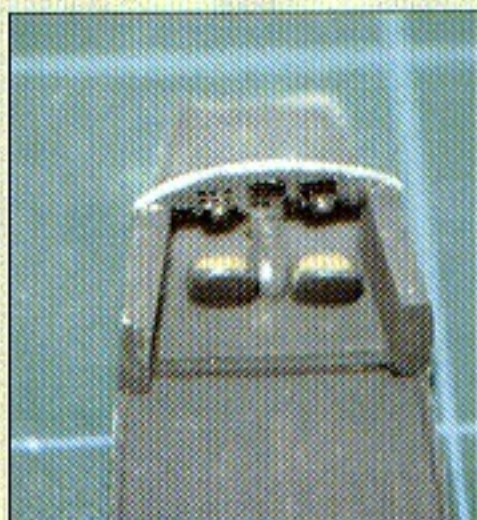
The nose bay was opened up by cutting along the embossed lines depicting the nose wheel bay and the pieces were kept for possible use later. Additional pieces of scrap were cut and added to strategic points along



Kit parts layout after cutting out and rubbing down



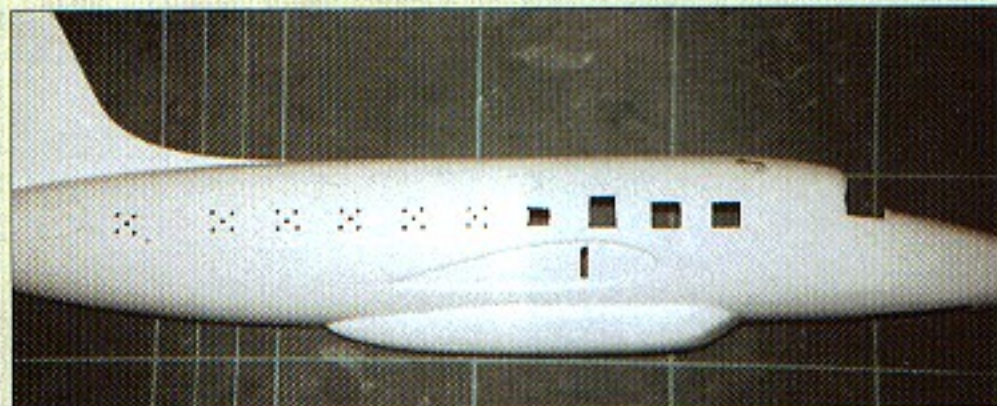
Fuselage halves after cutting out



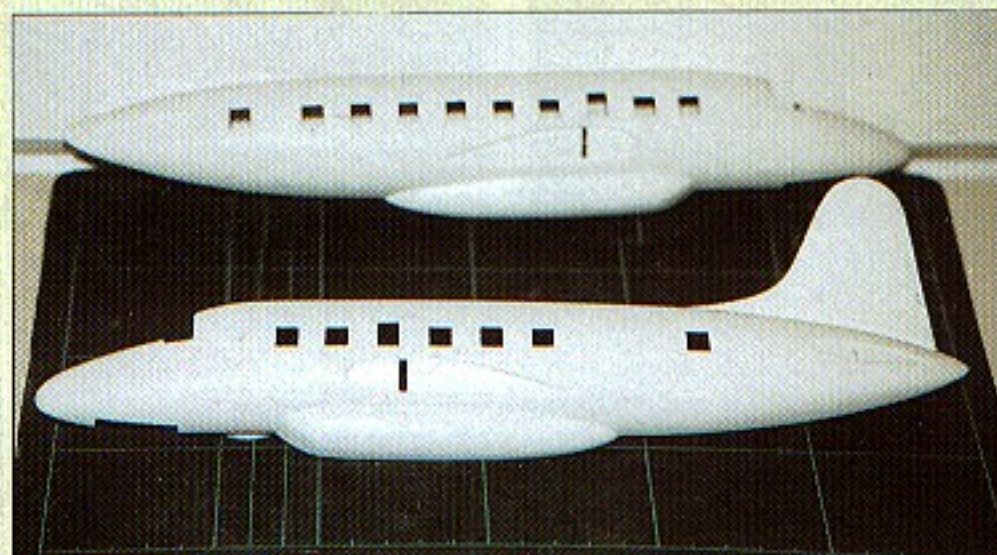
Cockpit floor

the fuselage half to ease and strengthen the joint. Before I went any further I noticed that at each wing root there were two embossed lines close together and another pair at the tailplane roots. These I took to be location points for spars for the wings and tail. Bearing in mind the weight of the model when finished with all that metal and resin the wing joints, being butt fitted, would be a bit weak. So I decided that a spar would definitely be needed for the wings and one for the tail surfaces just to ensure alignment and strength. Surprisingly a wing spar is not included in the kit so one would have to be made somehow. Carving one out from the scrap plastic wouldn't be enough I felt, so I resorted to another method. With the aid of the Aviation News drawings and my occupation in the PCB industry I was able to create a program to machine a wing spar to the right size and dihedral angle which would fit thus adding a good support to the kit wings. The only snag encountered was the fact that the spar would need to pass through the floor so a narrow segment needs to be removed to allow this. Also needed are additional formers to support the separated floor sections.

The material used is quite strong and is used in the PCB industry for the support of copper panels when drilling, but can be fixed with superglue. Once I was satisfied that this would work, the fuselage halves were joined



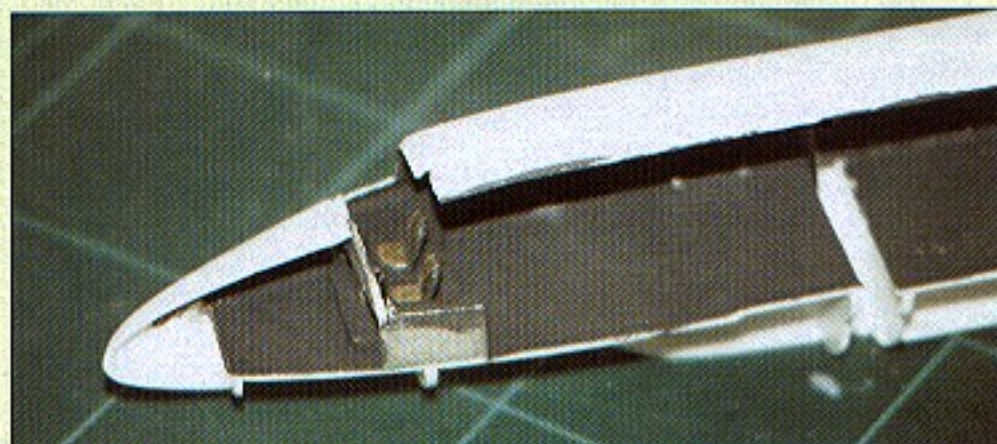
Fuselage half with windows being cut out



Fuselage halves, windows completed. The wing spar slot has also been cut out

after I added a little more nose weight just to make sure I had a model that would stay on its nose. I was really pleased to find that I hadn't scraped too much plastic away from the two halves as was revealed at this stage. There were one or two places that did need some fillets of scrap plastic and filler further round the joint. A quite successful job so far as a non regular vac-form builder.

So, to the wings next. The wing halves were treated at the same time as the fuselage with regard to the sanding operations to save time. There's not much to do here once all the preliminaries have been carried out. Joining the wing halves was straightforward; checking alignment was OK, the trailing edges sharpness being important. Here I found it was necessary to pare down the thickness by using the Sandvik sanding



The right hand fuselage with the floor added and showing the cut-out for the wing spar

block, filing and tidying with wet and dry. Again once I was satisfied with a nice sharpish trailing edge to both wings I set about rescribing the positions of the aileron trim tabs and enhanced the ailerons by making saw cuts at their extremities using a razor saw and the scribed lines as a guide. There is a fine recessed line about 3/4 inches in from the tips indicating the positions for the wing fences. I made a saw cut right through the top surfaces and right through to the lower surfaces at the leading edges to accommodate the fences. The cuts had to be widened enough by shaving slivers to allow these parts to fit. The fences themselves were a little too long and pointed when compared to photos of the real aircraft so they were suitably modified and fixed in place.

Next to be dealt with were the nacelle fairings, which after being cut out and prepared to fit sat perfectly into their respective recesses. Filler was needed all around on both sides in order to blend into the wing surface. The well cast resin engine housings were then glued into place and blended in with some dabs of Milliput. Earlier, during the cutting out stages, the small square undercarriage doors were cut to allow the main legs to go through later. The main doors on the aircraft remained closed when on the ground, opening during the retracting sequence, a feature on many machines. This solved the need to add detail to the bays which I wasn't keen to do. White metal engine inserts



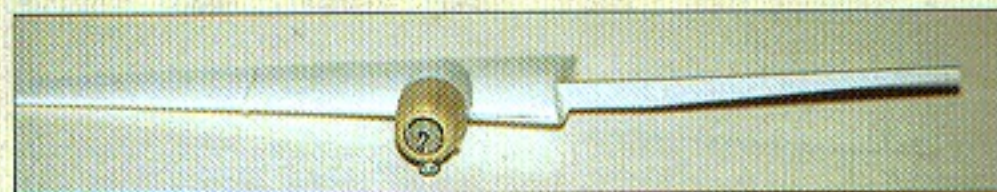
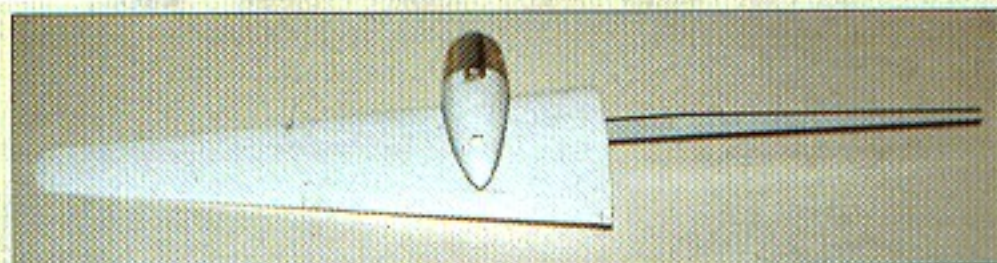
Wings assembled with one showing the wing fence needing shortening



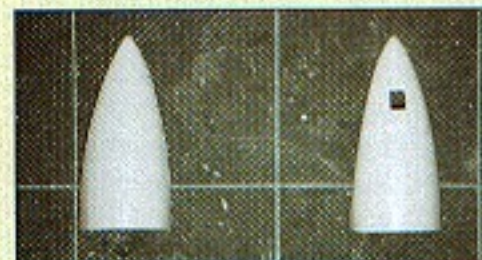
The Port wing with fence reduced in length and rounded off



Resin engine with the metal inserts installed



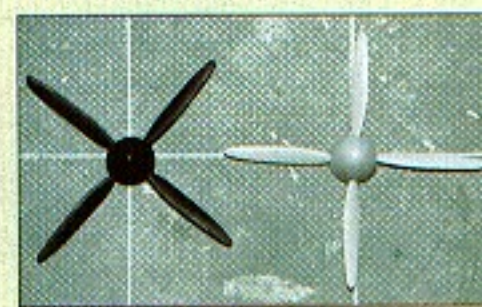
Various views of the wing fitted with the engine and spar



Wing underside nacelles

with the prop shafts were then fitted into place without gluing as these parts were a tight fit once cleaned up. The lower intake fairings were also superglued to the undersides at the locations marked, a little filler being used to fair them in. Now that the wings were completed any remaining cleaning up jobs were carried

Wing spar made by using CNC machine and bakelite type material



Both propellers, assembled and painted



Left side view of the assembled model before it was primed

out ready for fitting to the fuselage.

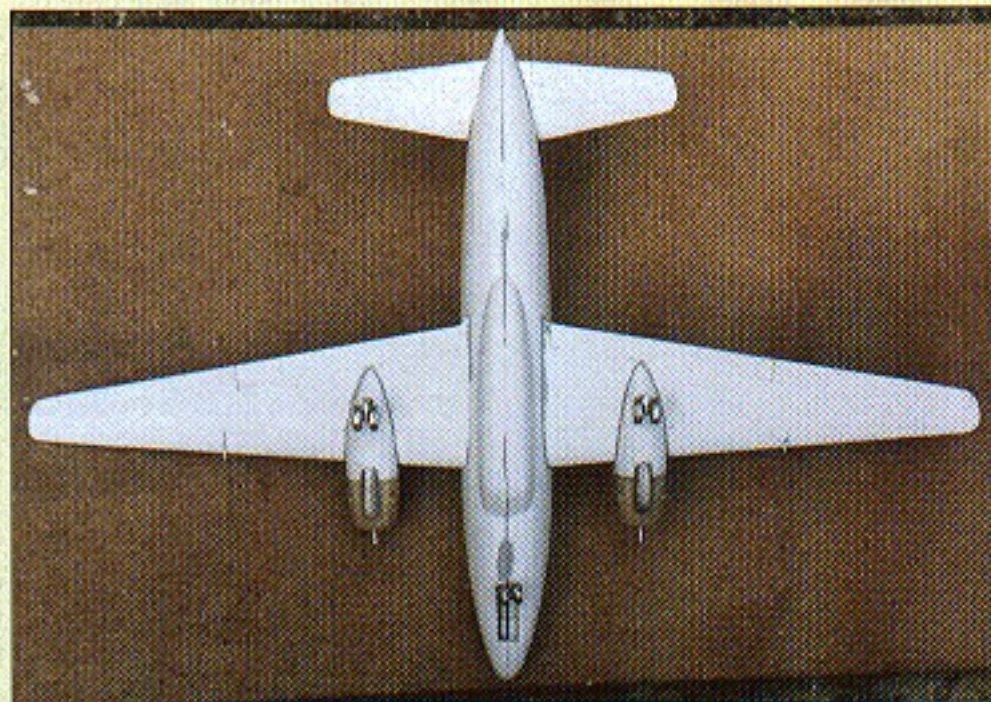
The great moment had arrived for the fitting of the wings to the fuselage and to see if the spar I had made would meet my requirements. It was here that I discovered a modification had to be made to the spar about an inch and a half in from the ends in the form of filing out recesses to go around the raised mouldings in the wings for the nacelles. Failure to do this results in the wing halves coming apart when forcing the unmodified spar through. Once the mod had been carried out any further fears were unfounded as the wings slid over the spar with a reassuring click right up to the fuselage without a hitch. The butt joint at the fuselage was positive with a slight gap along the top surfaces and a slightly larger gap underneath but the dihedral turned out to be very good. EMA Plastic Weld was used to cement the wings in place as this ensures a stronger joint, reduces the need for too much filler and does not attack the plastic enough to spoil the model. I was overjoyed at how well things were turning out so far. An alternative method to the wing spar fit would be to ascertain the position of the spar before assembling the wings and cutting a slot out from the raised sections of each wing half where the nacelles fit. The gap would be filled by the spar as it is slid into the wing when assembled and in any case won't be seen due to the closed wheel bay. Murphy's Law beat me again because I only thought of this other method afterwards!

The model began to take shape rapidly now and I was looking forward to seeing it stand on its undercarriage. A spar for the tailplane was made from scrap and inserted through the openings as for the wings and then the tail feathers fitted; again the join was good with just a little more filler to blend it in to the rear fuselage. An alignment check by looking at the model from head and tail on to see if everything was square assured me that all was fine without any

further adjustments needed.

Time now for a thorough going over with bags of wet and dry to clean up all that filler (not that much really) and smooth off any other blemishes incurred during this work. Things really were going swimmingly. The main canopy had been cut out, as was the astrodome, and test fitted. The canopy needed careful trimming as only one is supplied and when this was done a trial fit showed that this part fitted as it was supposed to. A word or two should be said here about Aeroclub and this kit. As you will have noticed I had very little trouble in the fit of parts in the construction and it is all due to the design of the kit and the well thought out assembly instructions and vac-form building guidance notes that you can expect from Aeroclub. Coming from someone who doesn't normally build vac-forms it has given me a lot of inspiration for future modelling in this media. Now that the commercials are over, on to the next and final stages.

So far I have covered the main assembly of the Varsity. It's now time to start adding the other bits left lying around in the box. The main undercarriage legs, as with all the other metal castings, were cleaned up and fixed into place though the small openings to the undersides of the nacelles (where else). The main wheels followed ensuring these were vertical by resting the model on a flat surface. Two smaller doors were made from spare plastic sheet to match the openings completing this area. This was then followed



The underside before priming, showing the minimal filling and the undercarriage fitted

by the nose gear assembly. I had a little bother in getting this to stay in place, but it was all down to me applying too much Loctite and not cleaning the old dried up stuff properly; eventually it decided to remain in place as intended. This is where I found out that the addition of nose weight together with a lot of weight already in place was more than ample. I then added some pieces of stretched sprue and micro strip to add a bit of detail and realism to the nose wheel bay. Admittedly it may not be totally accurate but looks good to me, being better than leaving a big empty void. The nose doors were troublesome too but there I used the plastic sections cut out earlier which are the right size and are also a bit better looking than the metal ones supplied. Purely my choice and decision. Small bits of scrap plastic card were made to represent the hinges and completed this stage.

By now you'll have guessed that the model was indeed standing on all threes! Looking at the model from a number of angles at eye-level and at a distance the sit of it looked good. Other items to be added were the aerial mast and the square-shaped antenna or whatever it is on the top side of the fuselage. Having carried out all sanding operations earlier it was the turn of the tried and tested Halfords Grey Primer. Once a good coat was applied and dry, a thorough look all over revealed the inevitable blemishes that would need further attention. This was done and a final coat of primer (just to make sure) was applied and given a light rub down with a

gaps found around this area were treated accordingly and allowed to dry out thoroughly before any further work could be carried out. At this stage a plan of action on the best way to tackle the final painting and glazing of the cabin windows had to be thought up. I decided to first carry out the job of the finished colour scheme of Aluminium overall with the white top decking. After masking the main canopy and the area to be painted white, Xtracolor X142 (Aluminium) was applied by airbrush to the entire model. Two coats were sprayed on allowing plenty of time to dry between each coat. This was then followed by removing the masking from the fuselage top, carefully leaving the correct demarcation along the nose lightning flash from just behind the cockpit down to the extreme tip. Masking was also left on the main canopy leaving the central roof area which was to be finished in white along with the rest of the fuselage top and fin. Before doing so the rest of the entire model was masked with tape and lots of paper tissue to prevent any overspray onto the aluminium paint.

For the fuselage upper surfaces I used Halfords Appliance White on recommendation by a friend. A coat of White Primer from the versatile Halfords range of acrylic aerosols was first sprayed on to give a good base for the main gloss white finish mentioned above. The finish is very good and I am very pleased with the end result. Once again with all the main paintwork dry the masking was carefully removed followed by an inspection, particularly of the demarcation between the two colours. A check around the canopy revealed a couple of places which needed attention with some Kristal-Klear to fill the imperfections and some touching up with the same paint sprayed into the cap of the aerosol so that it could be applied by brush. Having satisfied myself with the paint job it was time to think about the cabin windows. A chat with fellow club members gave me a couple of leads to solving the problem, however I found it amongst my scraps of non modelling items a strip of transparent acetate, the kind found to keep collars stiff in new shirts as part of the packaging. The ideal solution for the windows, suitably cut to the correct sizes and fitted to the openings. I therefore went ahead and produced enough windows plus a few spares and got on with fixing them to the model. Plastic Weld was used for this and seemed to work well though I did have the aggro of some of them falling inside and then having to



Left hand 3/4 view

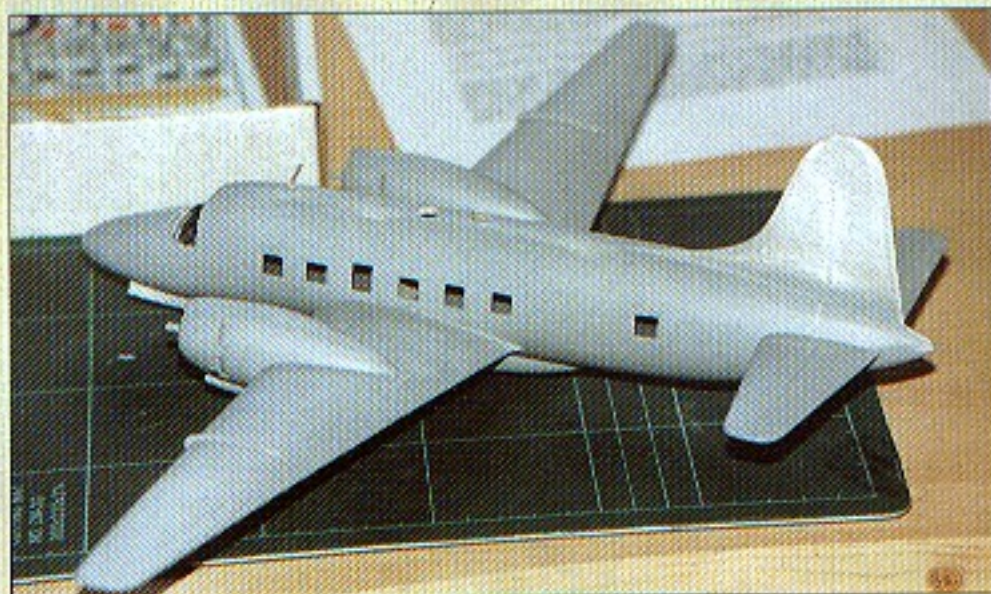
Rear 3/4 view

scouring pad to smooth off the texture a bit which gives a nice smooth surface for the coming paint job.

Painting & Finishing

The main cockpit transparency needed a little more trimming to check the fit and when satisfactory was fixed into place with liquid superglue, the fumes escaping through the other window openings thus avoiding any clouding of the clear part. Inevitably the slight





Both sides of the model after priming



White upper surface applied as primer

shake them back out again! But in the end they all stayed put and it was time to get the decalling stage going. Incidentally to avoid causing more headaches with regards to the bomb aimer's position in the lower fuselage panner I chose to depict the clear panels with a very dark grey paint glossed over.

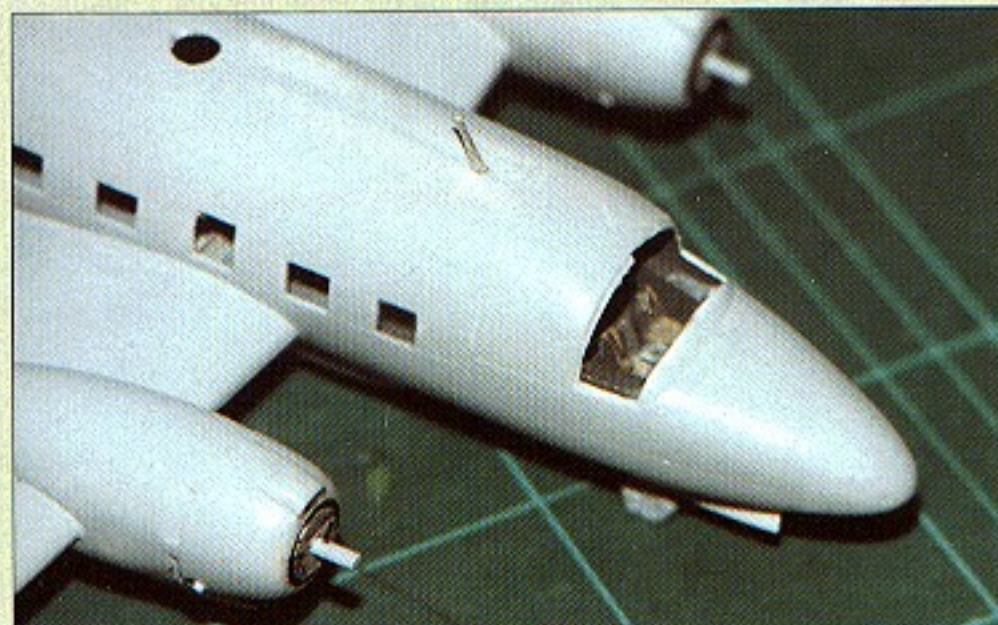
Decals

The kit decal sheet is quite well printed and in good register, though some of the smaller items on the sheet are not and suffer a little bit of smudging. The more important items are OK though and so I started with the wing roundels. These, together with the fuselage ones, have separate red centres to ensure concentricity. Progress was made by applying

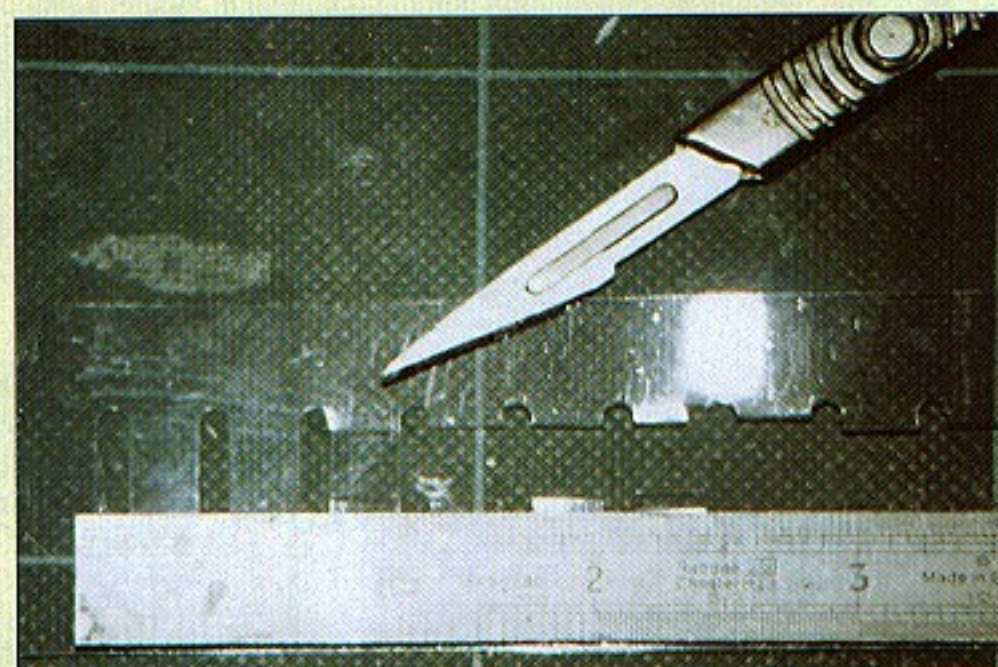
the walkway stripes using the plans supplied. Then came the fuselage cheatlines and I started from the rear for some reason and it was when I came to applying the nose flashes that a problem arose. In order for the lightning segment to be located in the right place behind the cockpit side windows I found that it was too short! This left a gap of about half an inch along the main fuselage and as for the nose extremities this fell well short of the nose end. Disappointed with this I contacted Aeroclub explaining the problem and asking if it would be possible for them to send me another decal sheet to enable me to complete the cheat line. This was acknowledged within two working days, a very commendable response! So I now could continue to finish



Front 3/4 view from above



A close up of the nose area



This shot shows a shirt collar stiffener used to make the cabin windows



Three views showing the gaps in the cheat lines due to the decals being too short.

this stage by cutting appropriate lengths of the cheat lines from the replacement sheet to fill in the gaps left on the model and proceeded to sort out the serial by removing the last digit from WJ945 and replacing this with a '9' from one of the options in the kit decals inverted to make the '6' for my chosen aircraft, WJ946. The individual code letter 'M' came from the versatile Modeldecals range and completed the markings.

More decalling was still to be done and this was the windscreen framing. I achieved this by using white decal striping, made some years ago by Scale-Master, from my decal stock. The actual framing is none too clearly defined on the vac-form part so I resorted to using photographic references in the publications mentioned earlier. This method I decided was better than trying to paint them on and also ensured symmetry to the overall look, and in any case I am not that good at painting straight lines with a fine brush and steady hand!

Final items to add were the aerial from the sloping mast to near the fin tip made from stretched sprue, as was the H type antenna

below the cockpit positioned by referring to photos. The propellers having been earlier assembled, primed and painted black during one of the hulls in the main stages, were also fitted at this stage and any areas that needed touching up completed the job.

Conclusion

So I now have a model of the 'flying pig' in my collection many years after last seeing one in the air. As to the kit it has to be said that Aeroclub have produced an interesting subject which no other manufacturer has seen fit to produce in 1/72nd. With large nicely formed parts and, due to the type of aircraft, very few fiddly parts to put off new comers to vac-form building. To complement the Varsity I will next tackle Aeroclub's Anson C.19/T.20. Though much smaller and involving less vac-form parts, it is another subject which I have an interest in.

Be seeing you!

Paul Danicki

Postscript
If there are any readers out there who are thinking of having a go at this kit I can supply them a spar by contacting me through the Editor of this magazine.

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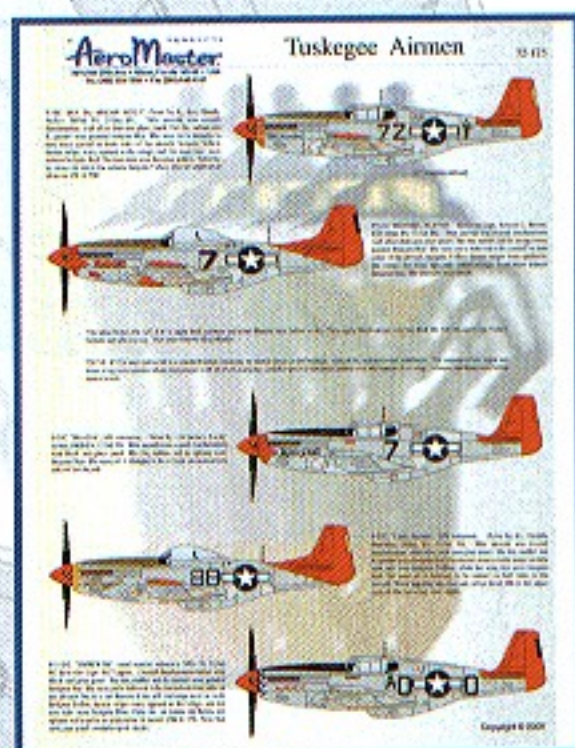
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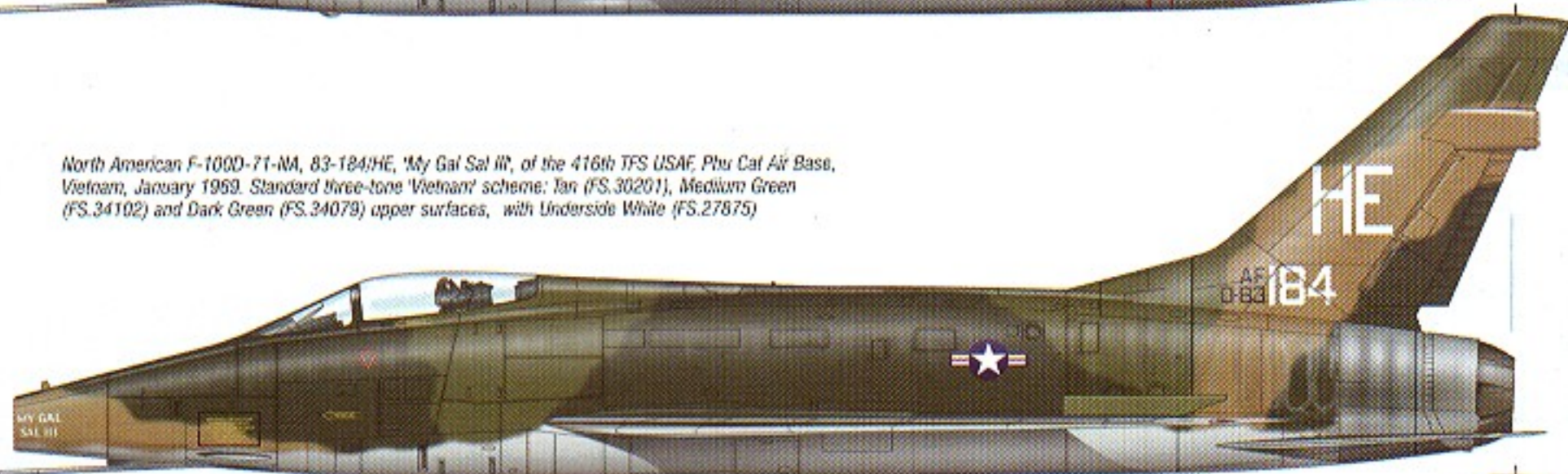


F-100 Super Sabre

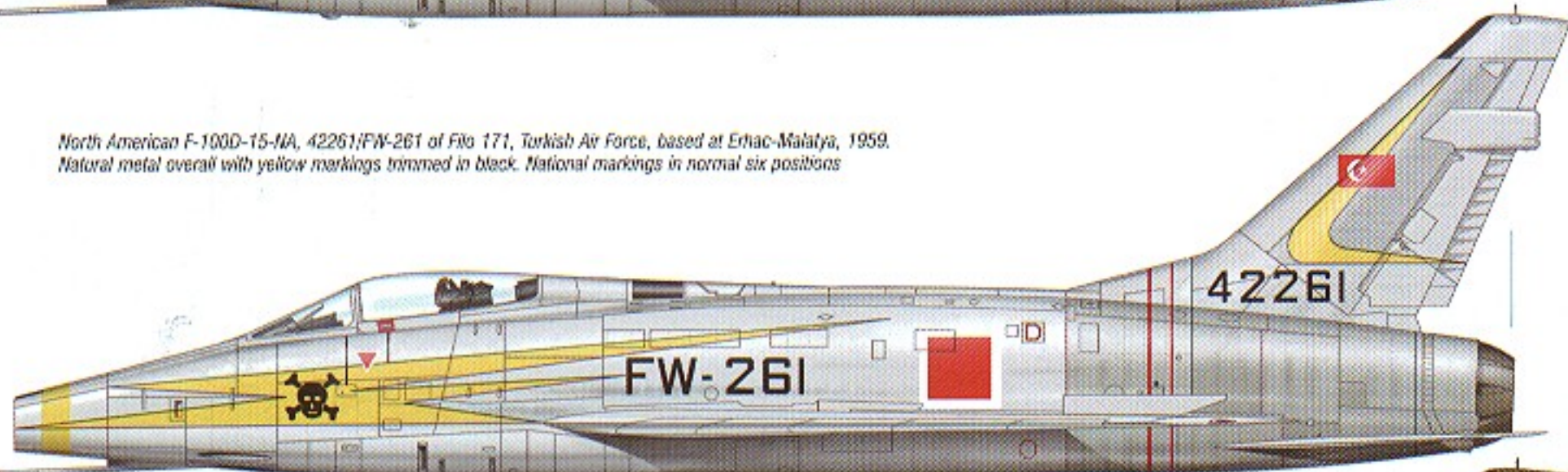
North American F-100D, 63262/FW-262, of the 48 TFW, USAF. Natural metal overall with white areas around the nose and fin over which stripes in dark blue, yellow and red are carried. Star markings on top of port wing and under starboard wing; 'USAF' above starboard and below port in black



North American F-100D-71-NA, 83-184/HE, 'My Gal Sal III', of the 416th TFS USAF, Phu Cat Air Base, Vietnam, January 1969. Standard three-tone 'Vietnam' scheme: Tan (FS.30201), Medium Green (FS.34102) and Dark Green (FS.34079) upper surfaces, with Underside White (FS.27875)



North American F-100D-15-NA, 42261/FW-261 of Filo 171, Turkish Air Force, based at Erhaç-Malatya, 1959. Natural metal overall with yellow markings trimmed in black. National markings in normal six positions



North American F-100D, 42154/11-YK of EC 4/11 'Jura', Armée de l'Air. Three-tone scheme similar to that adopted by the USAF with a highly visible sharkmouth motif. Roundels in six positions. 'Bird' emblem of SPA158 carried on port side of fin, 'Sphinx' of SPA161 on starboard



North American F-100D-15-NA, G-303 (54-2303) of ESK.725, Royal Danish Air Force, Karup, 1970. Highly weathered dark green overall with small roundels in six positions





First official year of the Skyblazers on the 'Hun', 1957. Aircraft in the picture are 54-2009, 54-2002, 54-1980 and 54-2006 (USAFM) (p.l. Caruana Archives)

HUN

-The Showman

The F-100 Super Sabre

With the appearance of the MiG-15 in Korean skies the F-86 Sabre found a worthy opponent, at times hard to beat. The NA-180, initiated in January of 1951, was to become the Sabre's worthy successor, the F-100 Super Sabre. Richard J. Caruana describes the development of this extraordinary fighter, with special reference to its use by the 'Skyblazers' aerobatic team, with the invaluable help of Roger Pearce who undertook most of the research.

Less than a year after North American had initiated design study of its NA-180, the company received an initial contract from the United States Air Force (USAF) for a pair of YF-100 prototypes and production versions. A mock-up had been approved by August 1952, incorporating a number of new features intended to raise the maximum speed to its highest limit. The first prototype was completed on April 24, 1953 with its first flight taking place at Edwards Air Force Base (AFB) on May 25. A good omen for the future was the attainment of supersonic speed on this maiden flight.

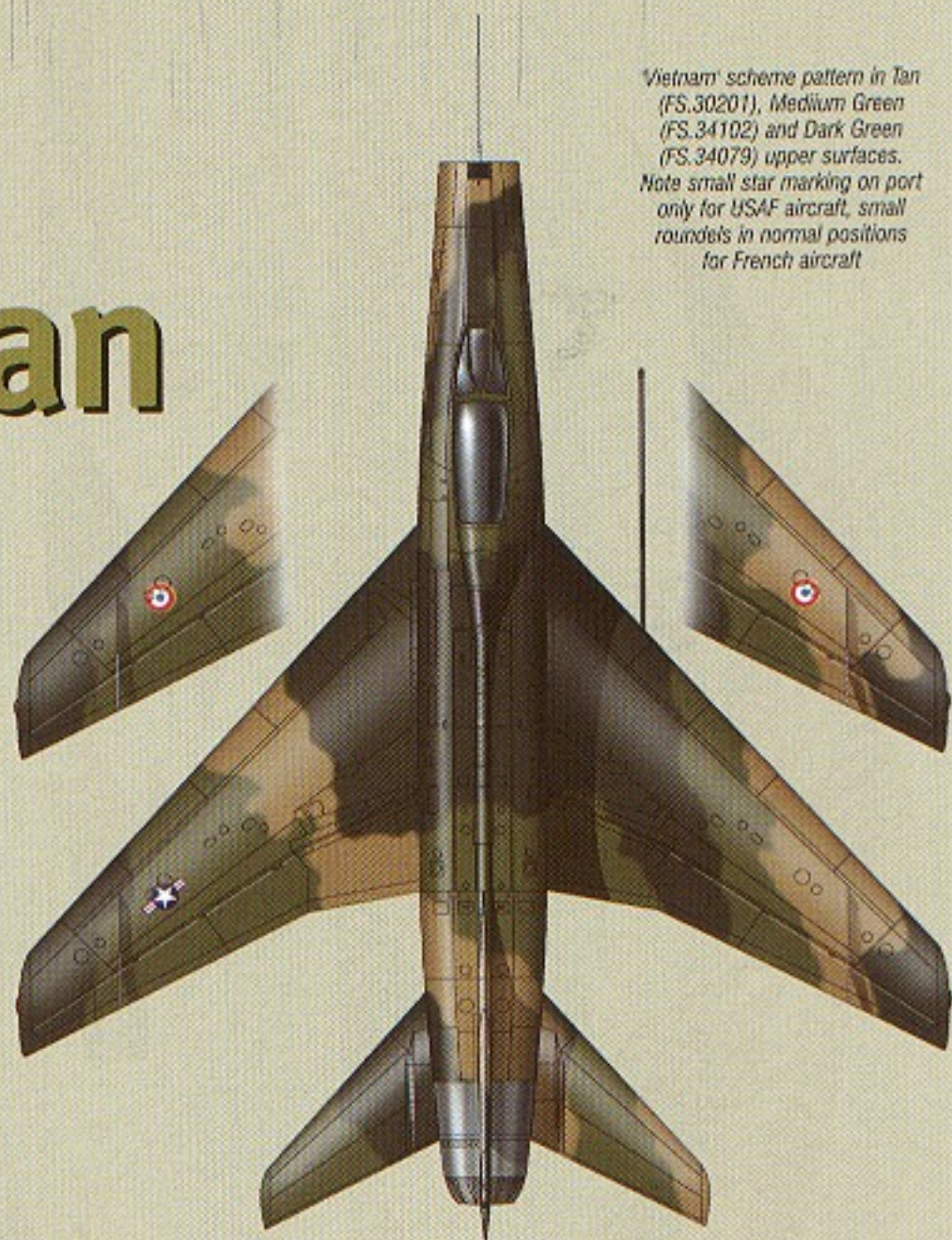
The power behind the fighter was a Pratt & Whitney J57-P-7 two-stage turbojet, rated at 4398kg (9,700lb) thrust which developed 6711kg (14,800lb) with afterburner. Hallmark of this type was its 45° swept wing of thin cross-section, automatic leading edge slats and mid-span lateral control surfaces. Longitudinal

control was achieved by movement of the one-piece horizontal tail surfaces, which combined the functions of elevator and stabiliser, set low enough to be almost directly behind the wing.

A hydraulically operated control system was incorporated; also hydraulically actuated was the speed brake, fitted flush under the fuselage. A drag chute was used to shorten the landing roll. Heat-resisting titanium was utilised for the first time ever in aircraft construction.

Tests and Initial Service

By mid-September 1953 the test programme had shown that the aircraft was superior to any US fighter then in service. Soon, the Super Sabre – as it had been named – captured the World Speed Record on the same day that the first F-100A performed its first flight. The F-100A was similar to the prototypes, except for a shorter vertical tail and a small rudder below a fuel vent pipe. Armament



'Vietnam' scheme pattern in Tan (FS.30201), Medium Green (FS.34102) and Dark Green (FS.34079) upper surfaces. Note small star marking on port only for USAF aircraft, small roundels in normal positions for French aircraft

consisted of four 20mm M-39 cannon installed below the cockpit, with 800 rounds per gun.

First F-100As to enter operational service were those of the 479th Day Fighter Wing (DFG), Tactical Air Force (TAC), in September 1954. This debut was not without its problems, so much so that by November all F-100s had been grounded as the aircraft had run into stability problems which resulted in a series of accidents. Eventually the cause was traced to the rudder, showing that the shortening of the

tail from the original as used on the prototypes had been a badly calculated mistake. A cure was found by raising the tail, thus increasing overall area by about 30%. Another 30cm (12") was added to each wingtip, and these additions, together with some minor changes in lateral and longitudinal control systems made it possible to perform uncoordinated rolls with ease. Within three months the F-100 was restored to flying status. Production of the F-100A was completed in April 1955 with 203 aircraft built.



Above: 1957 badge as carried on port side

Skyblazers

1956-62

CREDITS:
Colour Art: Richard J. Canara
Research & Sketching: Roger Pearce
Additional Research: Dave Menard
Pilots who contributed: Gen Bill Creech, Col Pat Kramer, Lt Col Don Emigholz, Lt Col Gordon Schamhorst

Above Right: F-100C 54-2002, in 1956 team scheme

Right: F-100C 54-2006, 1957 scheme; scrap view shows number on nosewheel door; scrap view below shows position of USAF badge carried on all subsequent aircraft



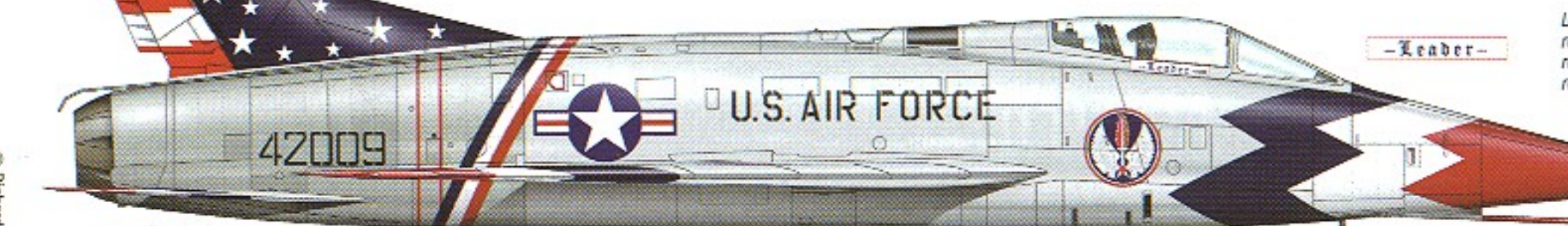
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Below: F-100C 54-1980, 1958 scheme. Note addition of smoke pipe above exhaust



980

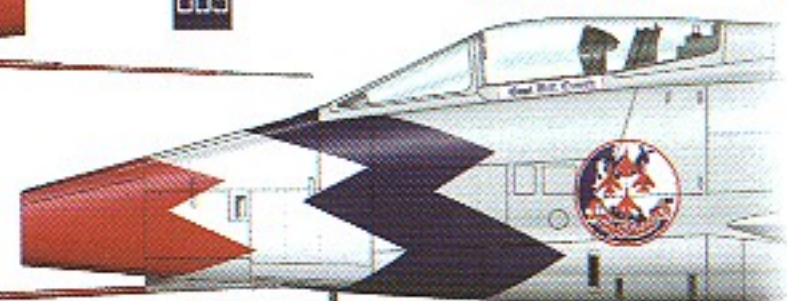


-Leader-

Left & Below: F-100C 54-2009, 1959 scheme. Leader's aircraft has red/white/blue ribbon around rear fuselage. Names introduced under cockpit, reading 'Capt. Bill Creech' on port side, and 'Leader' on starboard. HUDs removed from under windscreen

009

Capt Bill Creech



Left: USAF badge carried on all aircraft from 1957 onwards on starboard fuselage side



Subtle differences in the Skyblazers' badge carried on port fuselage side, with 1958 version (far left) and 1959 (left)

Known serials:
54-1891, 54-1959, 54-1980, 54-1992, 54-2001, 54-2002, 54-2006, 54-2009, 54-2010

Profiles are 1:72 Scale



Capt Bill Creech, 1959 Skyblazers Leader, landing his 54-2009. Note the red/white/blue ribbons on rear fuselage. Just in case you wondered, the chute is red, white and blue! (USAFM)

Improving the 'Hun'

As with most aircraft which show a promising start in their life, the 'Hun' (as the first of the 'Hundred' series became affectionately known) provided an excellent platform for future improvement and development. An all-weather F-100B was the first project, although this eventually developed into the NA-212, and finally as a completely different aircraft altogether. What was to become the F-107, however, was abandoned after lengthy evaluation tests. Next along the line was a much luckier version, the F-100C, which received a production contract in February 1954. The first example was ready by October of the same year, and performed its first flight on January 17, 1955. This was truly an impressive fighter-bomber for its time, with a total store-carrying capability of 2267kg (5,000lb) under its six underwing stations, which could include a Mk-7 nuclear weapon.

Notwithstanding the increased weight, this version of the Super Sabre proved to be superior in performance, thanks to its Pratt & Whitney J57-P-21 which produced 4625kg (10,200lb) of thrust, rising to 7256kg (16,000lb) with afterburner. Inevitably, the World Speed Record again fell to the 'Hun' when an F-100C raised it to 1321.75km/h (822.135mph) in August 1955. Meanwhile, the first operational examples had joined the 322nd DFG in July; eventually a total of 451 F-100Cs were to be built by April 1956.

Showman Supreme

In October 1956, after the 48th Fighter Bomber Wing (FBW) had relinquished control of the 'Skyblazers' aerobatic team (see SAMI Vol.5/1, January 1999), the name returned to the original founders, the 36th FDW, now based at Bitburg, West Germany. Capt. Wilbur L. 'Bill' Creech, a veteran of the first 'all-jet' air battle over Korea, came to lead the team. He was more than qualified for such a job, having flown both right and left wing positions with the USA-based 'Thunderbirds', whilst performing on the F-84F and F-84F aircraft between 1954 and 1955.

Team members took spare aircraft to Morocco in September 1956 for their final training period while an appropriate colour scheme was being applied at Bitburg to their display F-100Cs. On returning to base, Capt Creech apparently was not very impressed with the zig-zag pattern on the fin and rudder, requesting something more in line with 'Stars 'n Stripes'; the now-familiar star-studded tail and red/white striped trailing

edge was born.

Their first official season was 1957, when they performed 40 displays in Europe and North Africa, visiting England for the first time on June 15, for the Wethersfield Open House. Being the first 'supersonic' team in Europe, the Skyblazers quickly gained a much-vaunted reputation with their spectacular and 'brutal' displays – very low, noisy passes in full afterburner. During

the 1957 season, there are reports that they used well-timed sonic bangs before officialdom banned them! Together with formation loops, rolls, whifferrills, 360° vertical turns, and the individually rolling 'Fleur-de-lis', the stunning vertical bomb-burst and four-way cross-over soon became a crowd pleaser.

Capt. Creech left the team in December 1959, and Capt J.W. Armstrong became leader for a short while before Capt. 'Pat' Kramer (who had been solo pilot in 1959) took over around May 1960.

At this time a new manoeuvre was added to the team's programme, this being a slow, gear-down, diamond pass that suddenly climbed about 45° in full afterburner. Neat fuel was then injected into the exhausts resulting in massive bright flames some 8-10m long trailing behind each aircraft. As the diamond climbed away, the solo F-100, when conditions allowed, zipped through under the smoke and flames from the opposite direction, trailing his own long flame. With this stunt, the team lived up to its name.

Regretfully, the Skyblazers were finally disbanded around January 1962 as the 36th Tactical Fighter Wing (TFW), as it had been designated, completed its conversion onto the Republic F-105 Thunderchief. The team had hoped to continue on the new 'beast', but were turned down by the C-in-C of United States Air Force Europe (USAFE), Gen Truman H. Landon. The flag panel on the port side of their aircraft recorded the countries they had visited: Iran, Belgium, Spain, Germany, Switzerland, England, Norway, Morocco, Libya, Holland, Luxembourg, France, Italy, Turkey, Greece and Finland; apparently unrecorded in this manner were their visits to the USA, Denmark and Corsica.

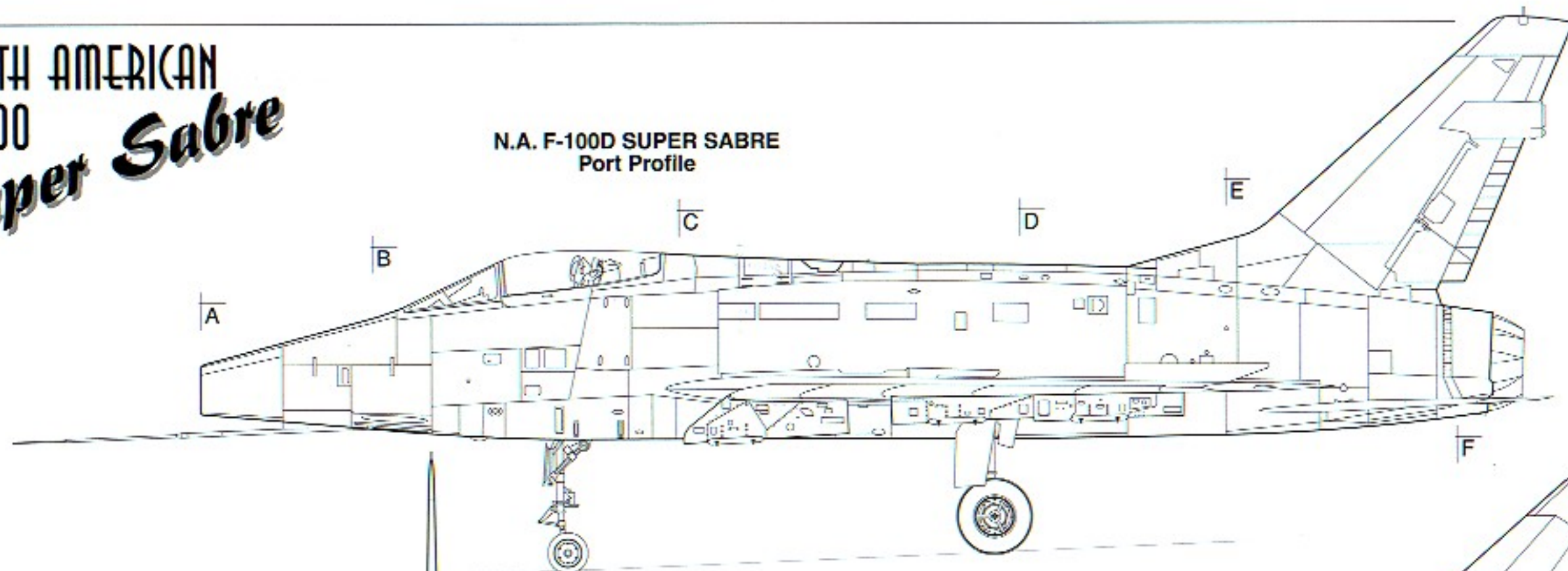
The Skyblazers' F-100s were dramatically painted in Red/White/Blue zig-zag nose stripes, similarly repeated on the wing and stabilator tips. A patriotic Stars 'n Stripes fin completed a very aggressive paint scheme. Apart from a very obvious change to the nose stripes for 1960-61, the team's markings varied only in minor details through their five display seasons.



End of an era. Last display in England by the team was at Biggin Hill, in September 1961. The team was disbanded the following January (via R. Pearce)

NORTH AMERICAN F-100 *Super Sabre*

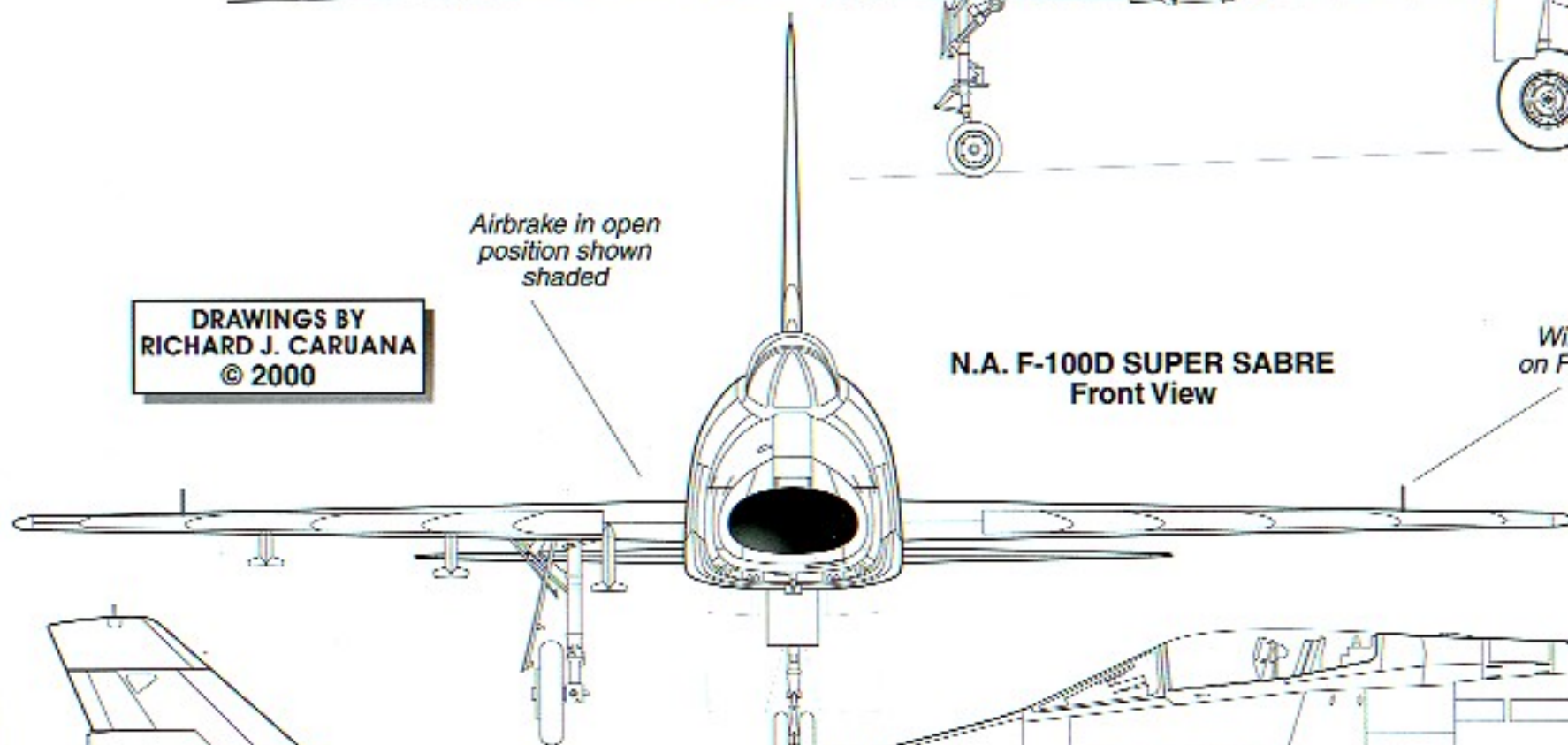
N.A. F-100D SUPER SABRE
Port Profile



Airbrake in open
position shown
shaded

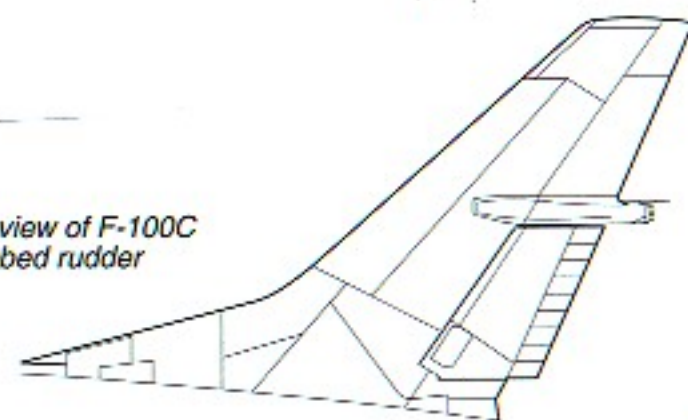
DRAWINGS BY
RICHARD J. CARUANA
© 2000

N.A. F-100D SUPER SABRE
Front View

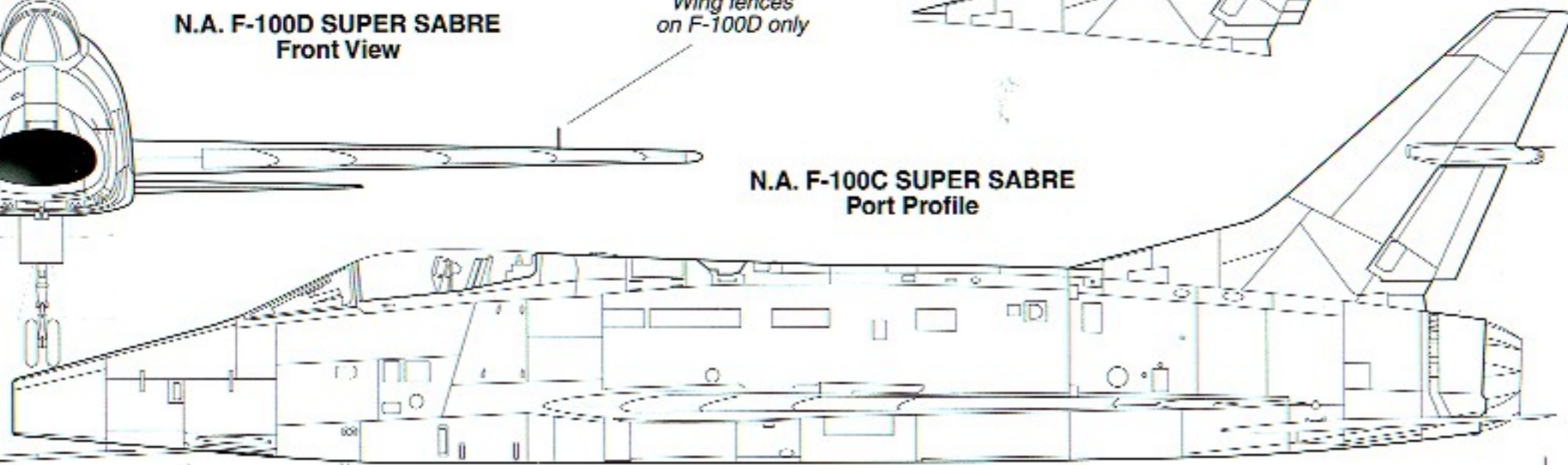


Wing fences
on F-100D only

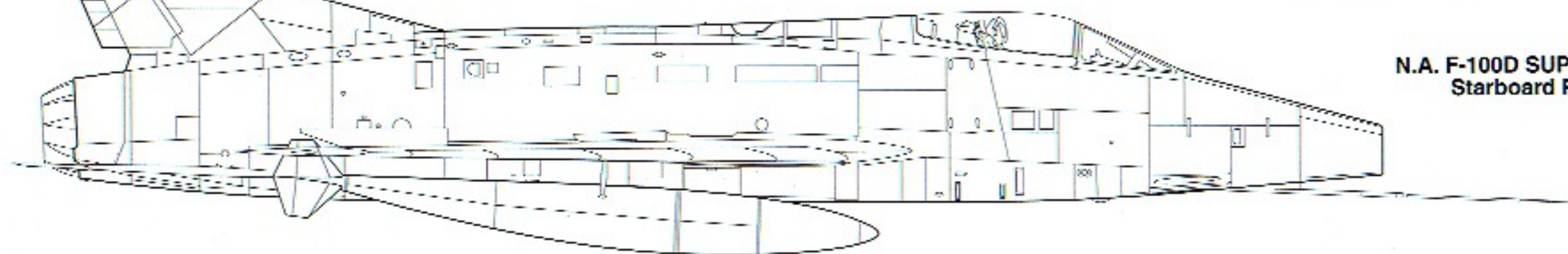
Scrap view of F-100C
ribbed rudder



N.A. F-100C SUPER SABRE
Port Profile



N.A. F-100D SUPER SABRE
Starboard Profile

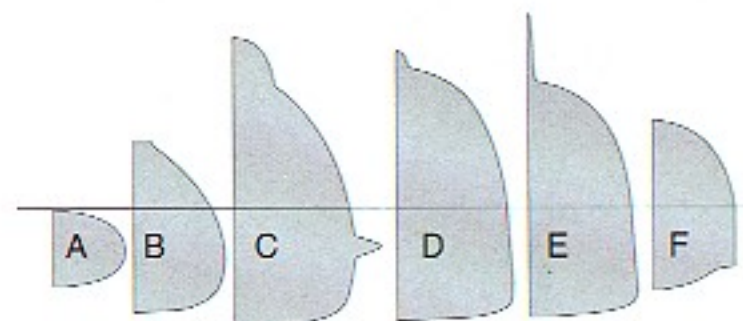


0 metres 1 2
0 feet 3 6
Scale: 1/72

Note extension of
trailing edge

Flight refuelling
probe
this side only

**N.A. F-100C SUPER SABRE
Scrap Upper Plan**



**N.A. F-100D SUPER SABRE
Fuselage Cross-Sections**

**N.A. F-100D SUPER SABRE
Inverted Plan**

Extension of
leading edge slats
shown shaded

**N.A. F-100D SUPER SABRE
Upper Plan**

**DRAWINGS BY
RICHARD J. CARUANA
© 2000**

0 metres 1 2
0 feet 3 6
Scale: 1/72

The Ultimate Super Sabre

A final single-seat version was the F-100D, which entered production in July, 1955. On January 24, 1956, the F-100D took to the air for the first time. It was distinguishable from its higher tail, of larger area, and an increased wing root chord to increase wing area. Some sources claim a longer fuselage by the insertion of a plug just aft of the cockpit. However this is an optical illusion created by the repositioning of most panels on the forward fuselage, due to a complete 'front office' overhaul, and inclusion of a number of additional 'black boxes', among which was an MB-3 automatic pilot. This aid was expressly developed for supersonic jet-fighters allowing the pilot to concentrate on tactics while the aircraft flew itself to its target. 940 of this version were built at the Los Angeles plant while 334 were built in Columbus, Ohio.

Another achievement was the introduction of a two-seat trainer which, however, lost none of its tactical capabilities. The TF-100C was converted from a standard F-100C, then becoming the F-100F-1, the first of which flew in August 1956.

Into Combat and Exports

No account of the F-100 would be complete without at least a short mention of its involvement in the Vietnam War. Although the F-100 units had been stationed in Thailand since the middle of 1962, it was on June 9, 1964, that the first F-100 strike against North Vietnam was performed by the 615th Tactical Fighter Squadron (TFS), under the command of the legendary Col George Laven. This mission was to lay down the tactics for most of the subsequent Super Sabre actions in this theatre: refuel in the air just after take-off, find and bomb the target, get the 'ell out of there smartish!

USAF F-100s were not the only Super



The 1960 Skyblazers quartet, showing 54-2009, 54-1992, 54-2010 and 54-1980. Note the 'scoot' on tail of the latter, who flies in Slot position, nearly covering all the markings of fin and rudder (USAFM)

Sabres to see action. Turkey received some 206 examples of different models (including two-seaters) starting from October 1958. They were operated by five units of the Turk Hava Kuvvetleri, and were reported to have seen extensive action against Greek forces during the Cyprus conflict of 1974.

France, however, was the first export customer for the F-100, in May 1958. These went to two Escadres and remained in service up to 1978. Denmark received both F-100F and F-100D models under the MAP programme, starting in July 1959. These remained in service up to 1982 when some are reported to have been passed on to Turkey. The Chinese Nationalist Air Force also operated Super Sabres as from October 1958. This was to be the only foreign air force to operate F-100As, some of which were later fitted with the 'D' tail to become known as the F-100A Rehab.

But there is no question that the best-remembered 'Huns' are those which delighted thousands of spectators with their daring evolutions. While American readers (of a certain age, of course) will remember the 'Thunderbirds' with nostalgia, Europeans will no doubt equally recall their counterparts nearer home, the 'Skyblazers'. It is therefore fitting to end this feature by paying tribute to those pilots of the team who are no longer with us (the last five being recorded by their rank while in service with the team in brackets): Brig Gen Jim Portis, (Lt) Dick Carney, (Capt) John Armstrong, (Capt) Carl Funk, (Lt) Kermit Haderlie, (Capt) John Clayton.

Richard J. Carnana

Acknowledgements:

To my dear friend Roger Pearce who painstakingly pieced together all the Skyblazers' history in text, and in detailed sketches, from which I produced the final artwork. Also to Gary Siddal who volunteered additional historical material

Modelling the...

North American F-100 Super Sabre

● Kits

1/72nd Scale	Type	Kit No.	Subject	Availability	Remarks
AMT/Ertl	IM	8228	F-100	OP	Thunderbird Set (with F-4E & F-16)
AMT/Ertl	IM	8892	F-100F	OP	
Escl	IM	9022	F-100D	OP	
Hasegawa	IM	BT11	F-100D	CA	
Italeri	IM	003	F-100F	CA	
Italeri	IM	098	F-100D	CA	
Pioneer	IM	4004	F-100C	OP	
PM Models	IM	0302	F-100C	CA	
Revell	IM	04604	F-100D	CA	Italeri Tooling

1/48th Scale

Type	Kit No.	Subject	Availability	Remarks
Lindberg	IM	0521	F-100A	OP
Monogram	IM	4010	F-100	OP
Monogram	IM	85-5424	F-100D	OP
Monogram	IM	85-5442	F-100D	OP
Monogram	IM	85-5471	F-100D	OP

● Accessories

1/72nd Scale	Type	Prod. No.	Subject	Availability	Remarks
Aeroclub	WM	EJ002	Martin Baker Mk 4b Ejection Seat	CA	TF-100
Aeroclub	WM	EJ028	Ejection Seat	CA	F-100D
Airwaves	EB	AC72049	F-100D Detail Set	CA	
Airwaves	EB	AC72118	F-100F Detail Set	CA	
Eduard	EB	72-164	F-100F Detail Set	CA	
Falcon	VF	0701	F-100F	CA	
PP Aeroparts	EB	PAL 705	F-100D Access Ladder	OP	
Reheat	EB	RH078	F-100C/F Detail Set	CA	Escl or AMT/Ertl kit

1/48th Scale

Aeroclub	WM	EJ404	Martin Baker Mk 4b Ejection Seat	CA	TF-100
Aeroclub	WM	EJ413	Ejection Seat	CA	F-100D
Eduard	EB	48-183	F-100C/D Detail Set	CA	Monogram kits
Model Tech.	EB	MT0073	F-100 Access Ladder	OP	
Reheat	EB	RH078	F-100D Detail Set	CA	Monogram kit

● Decals

1/72nd Scale	Prod. No.	Subject	Availability	Remarks
Superscale	72-097	F-100D	CA	20th TFW, 44th TFS & 48th TFW
Superscale	72-098	F-100D	OP	20th TFS, 21st TFW, 8th TFW & 405th TFS
Superscale	72-126	F-100D	OP	481st TFW, 416th TFS & 309th TFS
Superscale	72-158	OP	OP	Inc F-100D
Superscale	72-176	F-100D	CA	49th TFW, 308th TFS & 612th TFS
Superscale	72-177	F-100D	OP	50th TFW, 51st TFS & 429th FBS
Superscale	72-254	F-100D	OP	354th TFW & 494th TFW
Superscale	72-334	F-100D	CA	NM, AR & OH ANG & 150th FG
Superscale	72-357	F-100D	CA	86th FBW & 479th FBW
Superscale	72-363	F-100D	CA	48th TFW (CDs aircraft)
Xtradecals	X03472	F-100D	OP	48th TFW, RAF Lakenheath (inc F-100)

1/48th Scale

Type	Prod. No.	Subject	Availability	Remarks
Carpenter	4809	F-100D	CA	Inc USAF & French A.F.
Experts-Choice	48055	F-100D in Vietnam	CA	31st TFW
Superscale	48-077	F-100D	OP	354th TFW
Superscale	48-078	F-100D	OP	48th TFW
Superscale	48-080	F-100D	OP	481st TFS & 20th TFW
Superscale	48-081	F-100D	OP	49th TFW & 450th TFS
Superscale	48-169	F-100D	OP	Ohio, NM & AR ANG
Superscale	48-226	F-100D	OP	429th FBS, 474th FBW & 50th TFW

Key

CA	Currently Available
EB	Etched Brass
IM	Injection Moulded Plastic (inc Limited-run)

CP

R	Out of Production
VF	Resin
WM	Vac-formed Plastic
	White Metal (inc Pewter)

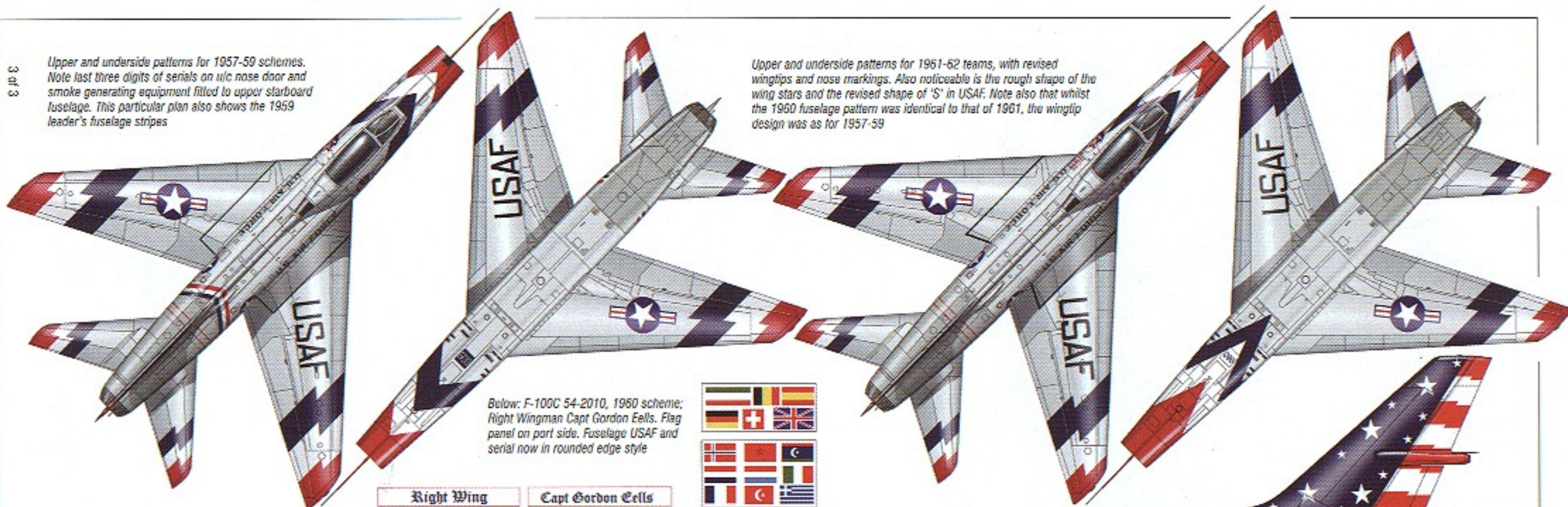
Production

North American F-100 Production

Model	Serial
YF-100A-1-NA	52-5754-5755
F-100A-1-NA	52-5756-5765
F-100A-5-NA	52-5766-5778
F-100A-10-NA	53-1529-1568
F-100A-15-NA	53-1569-1608
F-100A-20-NA	53-1609-1708
F-100C-1-NA	53-1709-1778
F-100C-1-NA	54-1740-1769
F-100C-5-N A	54-1770-1814
F-100C-15-NA	54-1815-1859
F-100C-20-NA	54-1860-1970
F-100C-25-NA	54-1971-2120
F-100D-1-NA	54-2121-2132
F-100D-5-NA	54-2133-2151
F-100D-10-NA	54-2152-2221
F-100D-15-NA	54-2222-2303
F-100C-10-NA	55-2709-2733
F-100D-35-NH	55-2734-2743
F-100D-40-NH	55-2744-2783
F-100D-45-NH	55-2784-2863
F-100D-50-NH	55-2864-2908
F-100D-55-NH	55-2909-2954
F-100D-20-NA	55-3502-3601
F-100D-25-NA	55-3602-3701
F-100D-30-NA	55-3702-3814
F-100D-60-NA	56-2903-2962
F-100D-65-NA	56-2963-3022
F-100D-70-NA	56-3023-3142
F-100D-75-NA	56-3143-3198
F-100D-90-NA	56-3199-3346
F-100D-80-NH	56-3351-3406
F-100D-85-NH	56-3407-3463
F-100F-1-NA	56-3725-3729
F-100F-5-NA	56-3730-3769
F-100F-10-NA	56-3770-3874
F-100F-15-NA	56-3875-4019
F-100F-20-N A	58-1205-1233
F-100F-15-NA	58-6975-6983
F-100F-15-NA	59-2558-2563

Upper and underside patterns for 1957-59 schemes. Note last three digits of serials on u/c nose door and smoke generating equipment fitted to upper starboard fuselage. This particular plan also shows the 1959 leader's fuselage stripes

Upper and underside patterns for 1961-62 teams, with revised wingtips and nose markings. Also noticeable is the rough shape of the wing stars and the revised shape of 'S' in USAF. Note also that whilst the 1960 fuselage pattern was identical to that of 1961, the wingtip design was as for 1957-59



Below: F-100C 54-2010, 1960 scheme; Right Wingman Capt Gordon Eells. Flag panel on port side. Fuselage USAF and serial now in rounded edge style



Right Wing

Capt Gordon Eells

Below: F-100C 54-1980, 1961 scheme; Slot Capt John Clayton. Finland added to flag panel and crew names applied to starboard side. Note very 'sooty' fin and rudder



Capt John Clayton

Sr/Lt J. D. Sharpless

Sr/Lt J. D. Sharpless

980



- Leader -

Capt Pat Kramer

Sr/Lt J. D. Sharpless

Sr/Lt J. D. Sharpless

009

F-100C 54-2009, 1961 scheme; Leader, Capt Pat Kramer. Scrap view shows addition of Finland flag; far left is the badge style used between 1960-62

Profiles are 1:72 Scale

Tiger Hawk



History

The British Aerospace Hawk has been around now for 25 years and has trained thousands of pilots the world over. Conceived in the late 1960s as a replacement for the Folland Gnat, its design was influenced by lessons learnt from the Gnat's faults; to this end some of the Folland design team were involved in early design studies. Air Staff Target 397 was the requirement for an aircraft to replace the Gnat, Hunter and the Jet Provost and the manufacturer was left to get on with the design with some autonomy, and this resulted in the layout that we are accustomed to today. Foreign competition came in the form of several proven designs such as the Saab 105, Northrop T-38, Aermachi MB.326 and the Breguet/Dornier Alpha Jet. All were evaluated

order may be placed for brand new aircraft in the future to replace the early and high hour aircraft. Ironically it has recently been announced that the Ministry of Defence have procured four Alpha Jets, giving rise to speculation that they are to be used as fast jet trainers, replacing the Hawk?

The Hawk seems to have been a British export success having sold well over 700 units to sixteen countries.

Background

Have you ever been inspired to build a model having seen it on a print? Well I was and what follows is how I did it. It all started during a trip to the International Air Tattoo at R.A.F. Fairford in 1997. As I have been a big fan of the N.A.T.O. Tiger Meet for several years, I

none the less I took several photographs to possibly use as reference at a later date. I took a few side-on shots of the main point of interest, which, as you can see, is the large Tiger's head which adorns the tail on both sides (there is a slight difference in the two sides of the fin design).

Later during the day I came across some members of the Squadron selling some fine prints of the Hawk XX226 in all her glory. The print is from a painting by Roland Wong and depicts her flying in loose echelon formation with another No.74 Squadron black Hawk. Both are armed with Sidewinder missiles and a centrally mounted gun pack, flying over a typical Welsh valley with a darkened, cloudy sky. Set into the background is a large roaring Tiger's head which fades into the clouds. Upon asking the airman how much, I found my hand going deeper into my pocket and I stepped forward saying "I'll have one please". Once I got home I started to think of the possibilities of building a Hawk in this scheme.

Just a couple of months earlier I had bought the I.D. Models 1/32nd scale vac-form of the Hawk at a local model club meeting. In my moment of madness I managed to get the kit for a very reasonable sum. Now I can probably guess what you are thinking but it wouldn't be permissible for the Editor to print it. I can assure you that it has all been said to me during the construction of this model. At times I did think that I had bitten off more than I could chew, but I would say in fairness to I.D. Models that when you buy one of these kits you know what you are getting yourself into, as you only get the basic shape, the rest is up to you. My first step in this project was research. This

took several months and eventually I was lucky enough to get my hands on various parts of the Air Publications (these are like a manual). I actually ended up with more information than I could possibly use. During this period of research I was fortunate enough to visit the British Aerospace factory at Warton in Lancashire and witness the production of Hawks that were bound for Saudi Arabia. There was one area of reference lacking and this was the ejection seat. I made contact with Martin Baker Ltd and they sent me the appropriate information. At last I was ready to build.

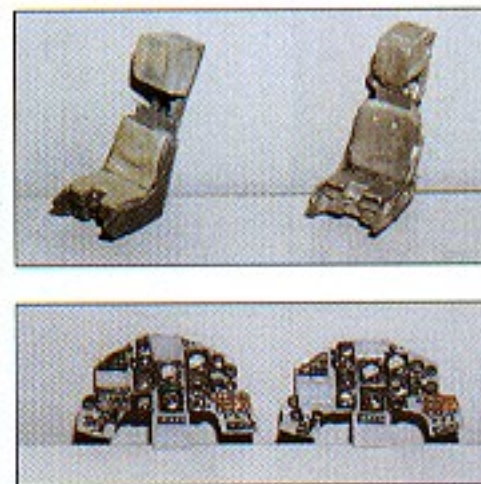
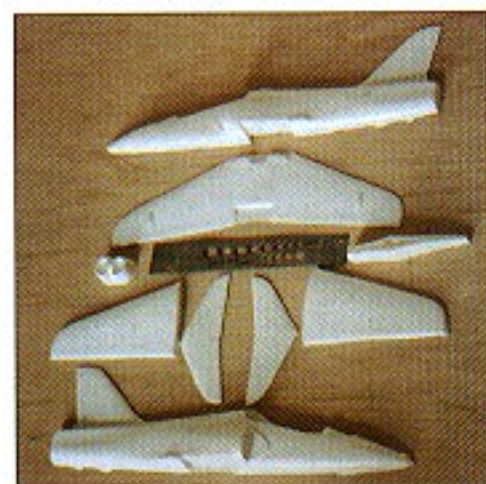
The Model

As mentioned earlier I.D. Models are very basic and you only get the shape of the main components. These all needed refinement and a lot of work before they were up to my usual standards. These kits are usually a heavy plastic vac-formed over a male mould with no extra details. I ended up using only eleven of the original kit parts, these being things like the fuselage, wings, elevators and the gun pack.

Cockpit

With most models today construction starts with the cockpit and I followed this routine. I like to spend time doing the best I can in the cockpit as this is where most people look first.

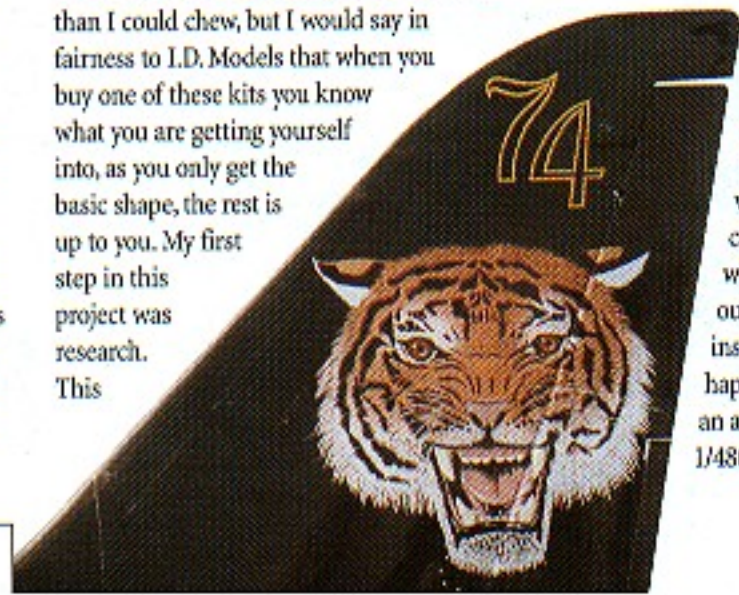
Once I had built a bath tub to the right dimensions I started work on the instrument panels and side consoles. I built the instrument panels starting with a piece of 10 thou plastic card cut to shape and painted white. On this I then marked out the position of all of the instruments with a pencil. Once happy with the position I placed an appropriate decal from Reheat 1/48th or 1/32nd scale instrument

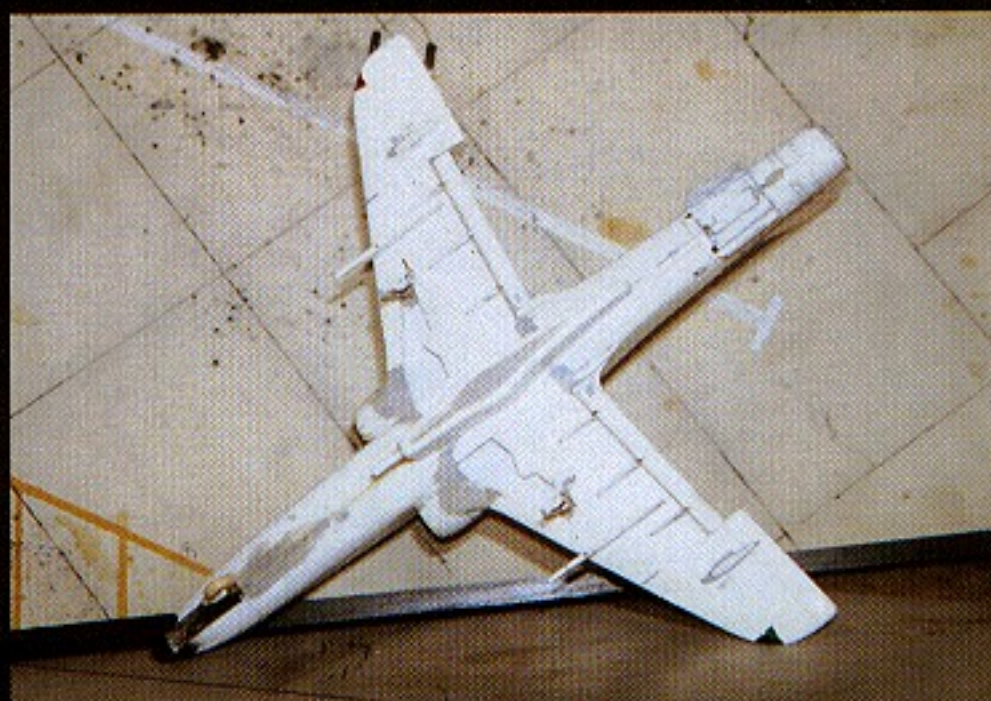
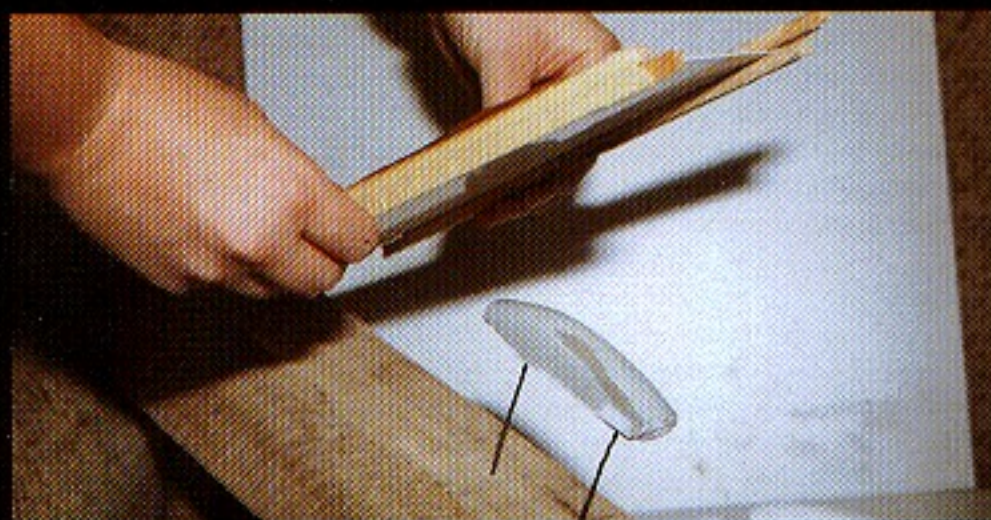
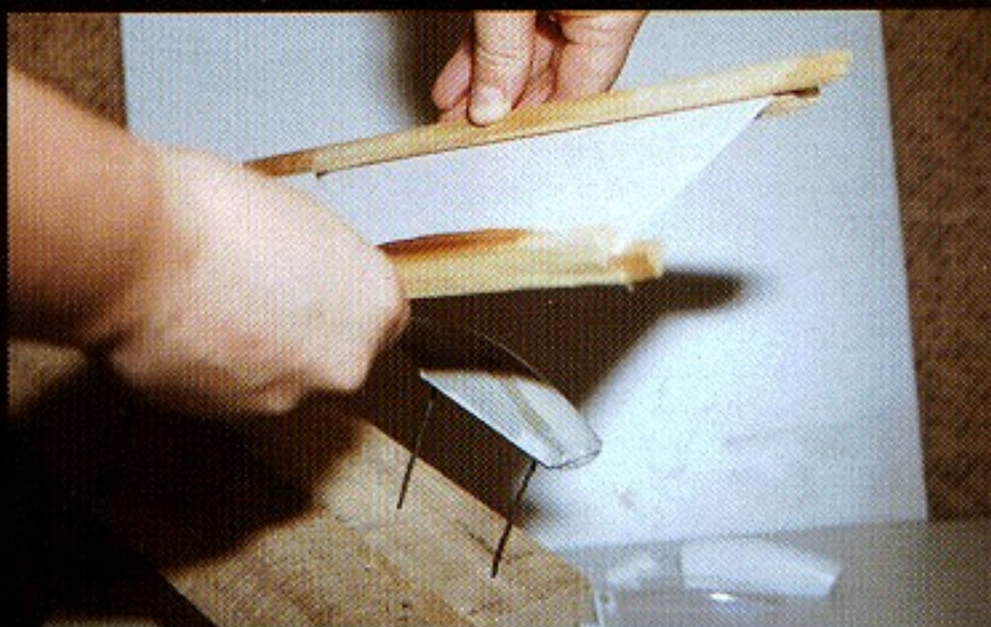


but the Hawk won through in the end. As time has gone by the Hawk has been developed into several versions to suit widely differing Air Forces' requirements. These range from the advanced trainer to the night/all-weather attack roll. Even the U.S. Navy has succumbed to the aircraft in the form of the T-45 Goshawk.

Today the production of the Hawk is running down from its heyday and only a handful are being built. The Royal Air Force are having difficulties procuring new airframes and there is speculation that a new

had to go as the annual meet was being held as part of the Tattoo. With such a variety of Tiger Squadrons in attendance there were likely to be some truly spectacular schemes there. No.74 Squadron Royal Air Force have been flying the Hawk for several years now and I was expecting a new and interesting colour scheme from their paint shop. On the day of the show I was slightly disappointed, as the No.74 Squadron Hawk in attendance in the Tiger's Lair was in fact, the same XX226 from 1996 with some minor modifications. This didn't really inspire me too much but





decals in the desired location and then I made the bezels from very fine copper wire wound around a suitably sized piece of sprue and cut so as to form a circle of wire. These bezels were carefully placed over the decals and some gloss varnish was applied. This serves two purposes; one, it sticks the copper to the decal and two, it gives a gloss face to the instrument, looking like glass. Wherever there is a raised switch or knob I replicated them with stretched sprue inserted into holes I had drilled in the panel. This is super glued from the back in order to avoid any damage to the delicate front. With all of these bits of sprue sticking out of the panel, care had to be taken in handling it, especially in the next step. In order to get all of the switches to the same length I cut them back with scissors then, using a soldering iron which I held near to the end of each, the sprue is heated up and forms a 'mushroom' at the tip. This may seem a little daunting but with practice it's a very easy and rewarding task. A similar operation was executed on the side consoles. Once completed the cockpit was painted.

The painting took place over several nights. After I had done the block colours of Medium Grey and very Dark Grey with an airbrush, I used oil paint to add any colour. If you look at the instrument panel in any photograph you will see lots of instructions around the dials and knobs. I replicated this by using a pinhead loaded with oil paint and scraped it where I wanted it. If I wanted a



head rests were carved from chunks of Milliput and adorned with various details made from wire and sheet pewter. All that remained was to add all the harnesses and straps. I made these from masking tape suitably painted and Reheat 1/32nd scale seat belt buckles in etched brass. I then added the emergency eject pull handles made from two pieces of copper wire, one painted yellow the other painted black, which were intertwined together. This gives a good representation of the real thing without having to resort to difficult painting. I painted the seats in a similar fashion to the rest of the cockpit. I noticed that all seats have an inventory number painted on the sides of the top box, so I reverted to my pin and oil paint technique and managed to paint legible numbers on the sides of each seat. As a final detail I added some home made decals for the information plates often seen in and around cockpits. These were made from Bare-Metal Foil painted black then scraped away to reveal the



perfect straight line I would use a similar method, but using a scalpel blade in place of the pin. After this had dried for several days I went back and gave the whole assembly a wash of very thin oil paint, to give the impression of depth. The final step was to add extra detail and give a very subtle dry brushing of a metallic paint in areas of wear and tear. The control columns were carved from a suitable piece of plastic rod and knobs were added as described previously. The same applied for the throttles and rudder pedals.

The next step, which I got on with whilst the paint was drying, was to make the ejection seats. In the Hawk there have been two different versions of the Martin Baker Mk 10 seat used. After trying to find suitable resin or white metal seats I decided to scratch build my own. I began with bases of plastic card embellished with various bits of copper wire and seat cushions made from Milliput. The

underlying colour with my trusted pin run along a straight edge very lightly. Once complete they were cut to size and attached to where ever was appropriate.

Wings

These were made as per a normal kit with top left and top right wings mating to the whole lower wing. All trailing edges were thinned down using a scraping method with a scalpel rather like using a plane. With the main assembly together I decided to lower the trailing edge flaps to add some more visual interest. After marking out the location of the flaps they were removed by using a razor saw. Some shaping of the wing tips had to be done in order to retain the sharply angled trailing edges; this was achieved by inserting slivers of sheet pewter, then I built up the area with some super glue. When this was dry careful filing was needed to reshape the corners. This

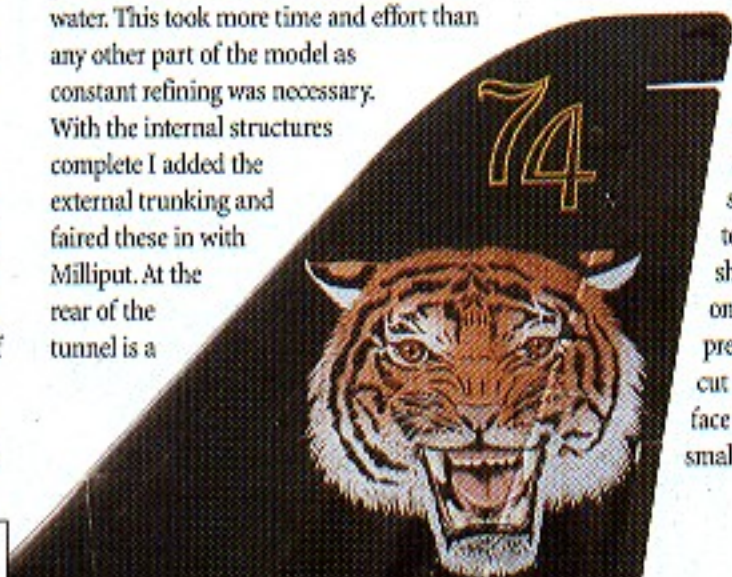
is a problem with most vac-forms as they lose detail in this area and need work to regain it. The wing tip lights caused some head scratching and I overcame this by cutting the area out of the wing tip, backing it up with plastic card, inserting a pin head (this represents the light bulb) and slowly filling the area with super glue. This took several sessions but the end result was a solid clear light cover that I then filed to shape and finally polished to a glass like appearance. The wing assembly was then scribed using an Olfa P cutter and engineer's scribe. The last thing to do to the wings at this stage was to make the integral main gear bays. I produced the wheel bays from plastic card and filled them with lots of wire and appropriate clutter from various materials. The flaps and their actuators were made later, all being scratch built in plastic card. The actuator housings were made by heat forming thin plastic card over a carved wooden mould. This allows you to make more than one and have them all look the same.

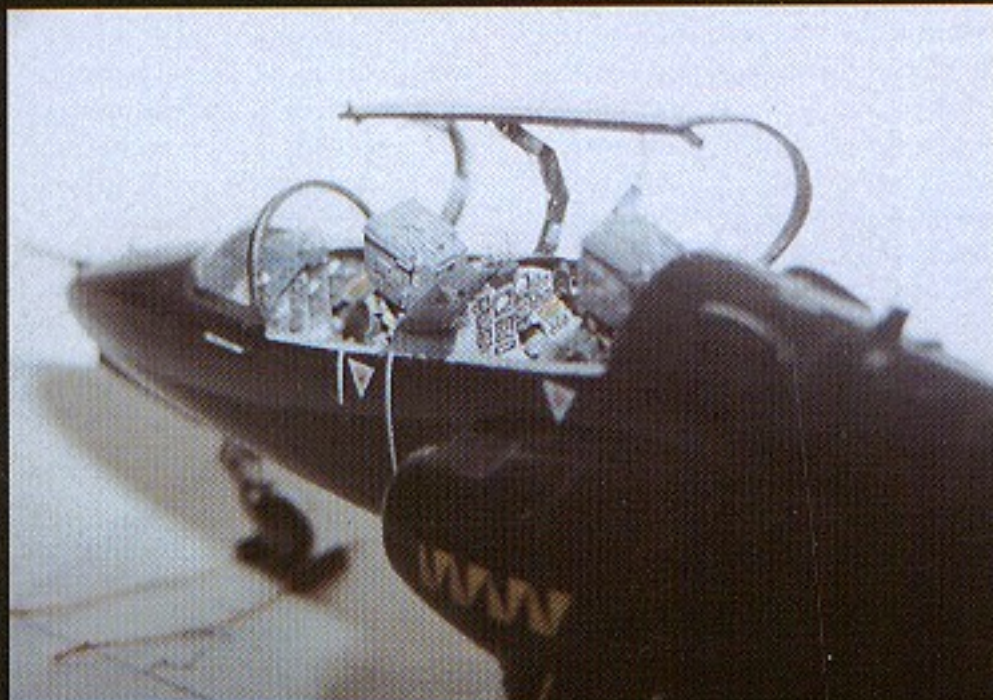
Fuselage

The kit fuselage is split vertically, it also incorporates the vertical fin and needed a lot of reshaping, especially around the nose area. This was done with Milliput spread over the plastic and shaped whilst still soft with a wet finger. I realised very early on that the Hawk has very visible engine intakes and these were going to need reproducing. At this stage I filled the fuselage with expanding foam that you can buy at D.I.Y. stores for filling cavities in walls. With this in place I began to carve the intakes out of the foam. This proved demanding as I couldn't get my fingers down the intakes and all of the surgery had to be done at the opening of the tunnel. Once I was satisfied with the shape I spread Milliput over the insides of the intakes with a long handled paint brush and smoothed them out with water. This took more time and effort than any other part of the model as constant refining was necessary. With the internal structures complete I added the external trunking and faired these in with Milliput. At the rear of the tunnel is a

compressor face, I couldn't find a suitable one in my spares box so I had no alternative but to scratch build one. Once I had created a bulkhead to mount it on I took a circle of 10 thou plastic card and cut 64 lines radiating from the centre out, about 5mm being left at the centre of the disc uncut. Each of the blades was held in a pair of tweezers and given a slight twist. The resulting fan face needed a centre hub which I turned from a piece of old sprue. Several large intakes are evident on the Hawk and these were made using various sizes of hollow tubing and boxing in on the inside of the fuselage. A suitably sized piece of brass tubing was used to make the exhaust and a rear turbine face was made in a similar fashion to the front one. A nose wheel bay and the air brake housing were constructed before the fuselage sub assemblies were brought together. Judicious use of super glue and a lot of manipulation completed the basic fuselage construction sequence. Once I had the fuselage together I could see that there was a large area on the starboard side of the spine that was badly formed. This needed several applications of Milliput to regain the appropriate shape. If you have the opportunity to examine a Hawk you will notice that the rear portion of the fuselage is covered in raised rivets – this is due to two different factories making the parts and one initially using the wrong rivets! This did not cause any problems aerodynamically, as by the time the air gets to this part of the airframe it is very disturbed and dirty. I decided to try and replicate these rivets as they are such a prominent feature. In a similar fashion to that used on the instrument panels I drilled out each hole then inserted a length of stretched sprue. This time instead of using the soldering iron I melted them with M.E.K or Liquid Poly glue. This resulted in a very convincing representation of the rivets even though I didn't count them! Also on the Hawk, as with most aircraft, standing at certain angles to the plane you can see stressed skin, rippling and reflecting the light. I wanted to try and capture this effect as the final scheme was to be black and this didn't allow for too much shading. I came up with a solution that I think gave a very realistic effect. Once all of the panel lines had been scribed, I took a scalpel and scraped at the area I wanted to stress with several heavy passes over the panel line in order to take enough material to give a three dimensional look. When completed I went over the area with wet and dry to smooth out any marks left by the blade. The most prominent area of stress is on the outsides of the cockpit and this helps to break the monotony of the flat featureless panels in this area. One other small thing on the Hawk is the proliferation of NACA ducts – these are small curved shapes almost like a triangle with two

curved sides and the rear face flat. They have an air intake built into them and are all over the airframe. To make these I took some sheet aluminium, then with a scribing tool and using a template I heavily scribed the shape. As the aluminium is only 5 thou it takes only a little pressure to cut through. I only cut the two sides and the rear face of the triangle and leave the small attachment point at the





front. The middle piece, still attached, is pushed through into a position that looks like the ducting underneath, and the whole thing is then cut around the outside with nice straight edges. This is then placed into a suitable sized and shaped hole on the model, and faired in with super glue. All rivets were then drilled out. These are done with the smallest drill bit I have and each one is done by hand. I turn the drill one complete twist then reverse it for half a twist to remove any burrs. The nose on this aircraft has a large landing light mounted inside an aerodynamic covering just below the pitot tube. This proved to be easier to make than first anticipated, the light itself coming from my spares box, and if memory serves me right it was a 1/24 scale car headlight cover which I mated with an old model car light. I then had to make a new nose fairing to go over the light and match the size of the fuselage. I found that the FLIR cover from a 1/48th scale S-3 Viking was perfect to vac-form over in clear plastic a new replacement nose fairing. This was then faired in to the rest of the fuselage with Milliput. I replicated the long pitot from several sizes of Stainless Steel, one inside of the other, to get the 'look' of the original. At this stage the fuselage was beginning to take on the appearance of the real thing but there was still a long way to go.

Bringing it all together

The next step was for me to mate the fuselage to the wings. After a bit of manipulation I super glued the two together. Just a little filler and they were blended together. I then moved my attention to the wing root blending. I

thought it was going to trouble me, however I can honestly say that this was an easy job. I wanted both sides to match so I produced a set of templates for the individual plates in this area, and these were then taped to some sheet pewter and cut out. Sheet pewter is a fairly flexible material that can have compound curves introduced by careful application of pressure in certain places. These plates I super glued into place and with a paint brush handle bent them to fit, and at the same time I got the compound curves which are evident.

Undercarriage

The main gear on the Hawk is a fairly robust affair and the best way I found to make them was out of brass rods soldered together with some scrap plastic attachments. I had the Italeri 1/72nd scale kit to hand so I used the gear from this kit as reference, taking measurements with a micrometer and scaling them up by 225%. Various sizes of rod were cut to length and then cleaned up with wire wool. Once I was satisfied I lined up all the components and held them together firmly in some metal clamps. I then applied Flux to the joint, heated it up with the soldering iron and applied some solder, capillary action did the rest and took the molten solder around the joint. The end result is an extremely strong joint which should last for years. The rest of the gear had to be carved from solid plastic and it took me several attempts to get a matching pair. Wheels proved to be another trip down the scratch building road as I turned up the main wheels in my motor tool out of a chunk of resin. To get a pair I copied

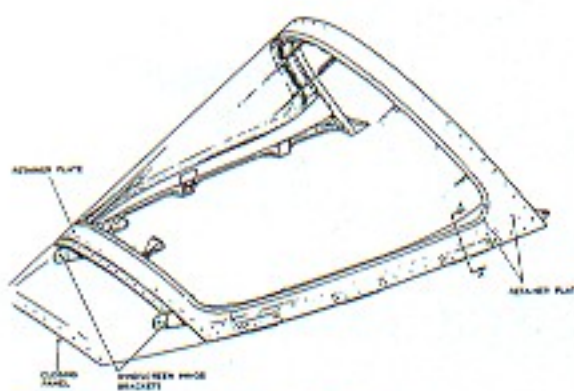
my master by coating it with latex rubber to make a mould. I filled the mould with a two-part Polyurethane resin which went off in about 10 minutes. A similar technique was employed for the nose gear and wheel, and this time the wheel was an almost direct copy of one I found in my spares box. The undercarriage doors were made from laminated plastic card cut from templates I made from the gear bays. In order to retain the structural integrity of the metal gear I had to make a strong mounting point, this I did by embedding the gear in a lump of Milliput and carving it to shape when dry. I made various hoses and connectors from thin solder and copper wire and all were attached with careful applications of super glue. The hinges on the doors were made from old photo-etched frets. These are very strong and the brass is normally thin enough to be cut with a pair of scissors.

Canopy

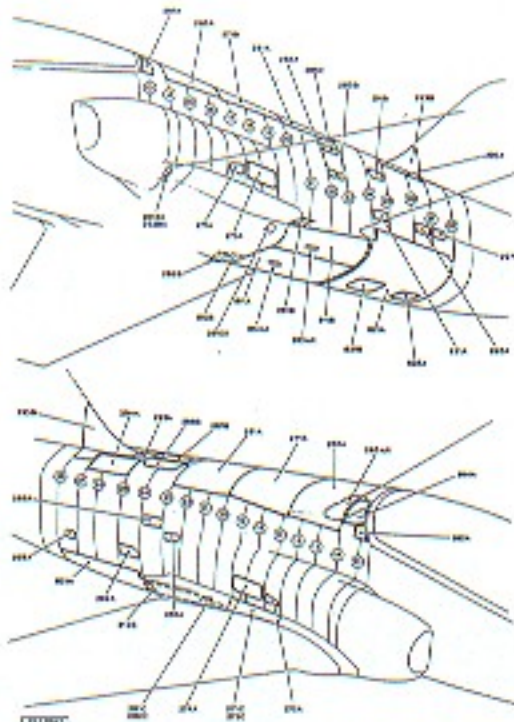
This was going to be one of the focal points of the finished kit and therefore had to be perfect, or as close as I could make it. I found that the kit-supplied canopy was not the right shape and fairly hazy when viewed up close. Yet another part to be scratch built, but this was fairly easy as I had a starting point in the form of the kit canopy. This I filled with resin and when dry, I attached the resin plug with small tacks of super glue to the fuselage. From this I determined that some refinement was necessary and this I did with Milliput. Once satisfied with the shape of the resin plug I removed it and tidied it up by sanding it with progressively finer grades of wet and dry until

I was polishing it with car wax polish. I then mounted this plug on a hefty piece of wood and did some heat forming. I didn't need to vac-form as there were no undercuts and the shape of the canopy was one gentle curve in the longitudinal axis and one short gentle curve in the width axis. I took the advice of a friend who also showed me his way of heat forming and it worked. I took a piece of 10 thou clear PVC and cut it into a rectangle slightly larger than the area to be formed. This was then clamped into two home made holding devices rather like a pair of chop sticks taped together along one side to form a long hinge. I use one either side of the PVC and carefully heat up the material until it appears to shimmer when nudged - this was done over the kitchen cooker electric ring. When the PVC is as hot as I need it, it's just a case of gently moving the PVC over the plug mould and pulling it down with a rocking motion. I managed to make two almost perfect canopies straight away on my first attempt! Now that I had the clear part I moved onto the frames. These were made in exactly the same way as the clear except I used 10 thou plastic card. Once I had made the inner one, I made the outer one over the inner one still on the plug mould. This allowed for the thickness of the plastic. As it turned out the plastic outer frame did not give enough strength so I produced another out of 5 thou aluminium sheet. All three layers were then laminated together and a strong canopy with separate frames resulted. Various hoses and mechanisms were fabricated from plastic rod and copper wire and attached with super glue. The blast protector screen was cut from the

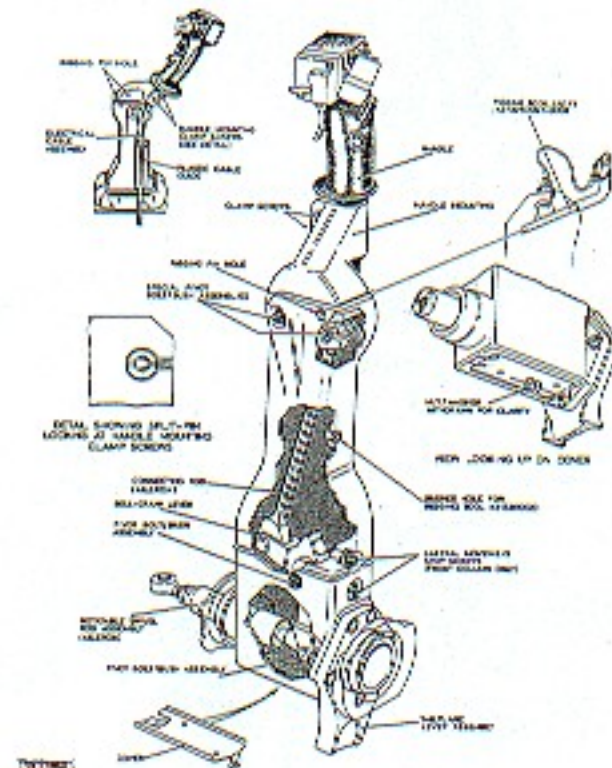
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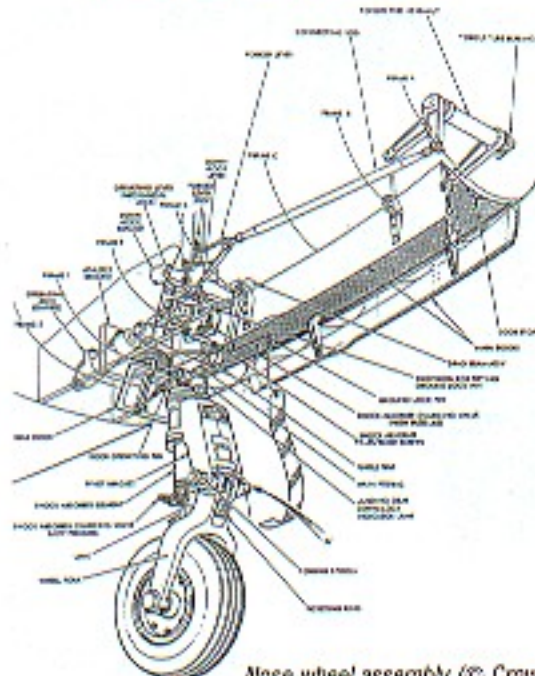
Front windscreen (© Crown Copyright)



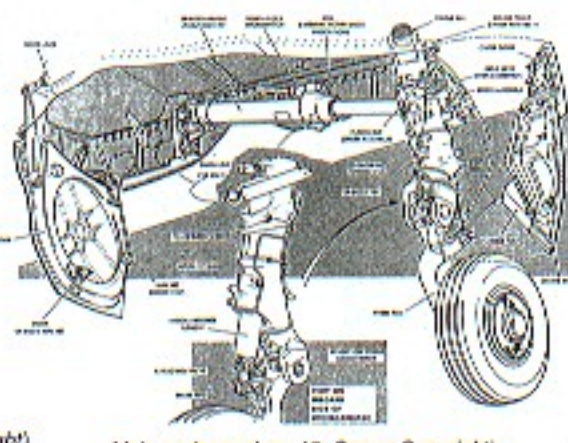
Centre fuselage access panels, doors and fairings
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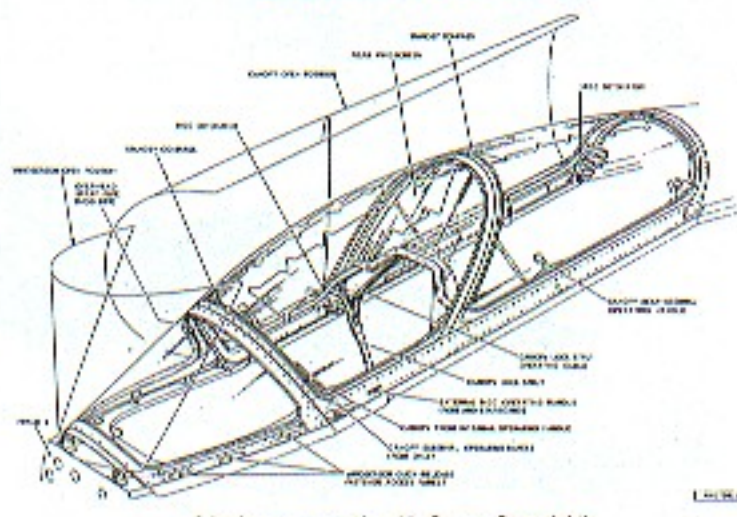
Control column (© Crown Copyright)



Nose wheel assembly (© Crown Copyright)



Main undercarriage (© Crown Copyright)



GA of transparencies (© Crown Copyright)

clear PVC, and the lower angular frame support was constructed from some I-beams that I had stretched like sprue. The Hawk canopy, like many British aircraft, has a wiggly line on the inside of the clear part of the structure – this is the MDC (Miniature Detonation Cord) and is part of the crew escape system. It is in fact bonded to the canopy not, as some people believe, embedded in the perspex. There was only one way that I found to accurately represent this and that was by painting it in by hand. I produced a template on a piece of paper and taped this to the outside of the canopy, pattern facing in. I then turned the thing over and with a steady hand began to paint a thin line of white ink. If I made a mistake then I could rub it off with some water on a cotton bud and start again without damage to the clear parts. One final step on the canopy itself was to add the mirrors. I found some mirrored 10 thou plastic sheet at a model show (it's used by car modellers) and cut out the mirrors from this

material. Whilst working on this area of the model I decided to make the instrument shrouds. These were vac formed over Milliput masters that I made by forming them in place, as this way I know that the end product will fit where desired. In the front cockpit there is a prominent green weapons indicator (which is in the raised position when the aircraft is armed, this is a visual clue to pilots and ground crew alike), and this was cut from plastic card and attached. Now the cockpit was complete and really looked the part – the only thing I did was to add my trademark. I placed a folded map inside the windscreen and it was truly finished.

Air brake

I had noticed that when the Hawk is parked the large, one-piece airbrake is in the partly deployed position. I am not sure if this is to do with a drop off in hydraulic pressure or just routine to deploy it when at rest. Regardless, I was going to have to build a suitable airbrake.

Once again scratch building was the only answer and this was heat formed plastic card pulled over a male plug mould made out of Balsa wood. The Balsa is carved to the right shape then coated with several layers of super glue. This makes it very hard and it resists the heat of the plastic without any ill effects. On the inside of the brake there are a lot of internal strengtheners which I made from several different sizes of plastic rod. The hydraulic actuating link I made from a length of hypodermic stainless steel tubing and turned up the piston cylinder from some plastic rod. The whole thing was mounted into two previously placed blocks of plastic which I had glued inside of the fuselage, the two being pinned for extra strength.

Weapons

The weapons consist of two main parts, the gun pack and the missiles. The gun pack was a kit-modified item that I re-shaped with Milliput. To this was added several small

vents, these being taken from an old etched brass fret where I was lucky enough to find suitable screens to cover the holes that I had to make. The gun barrel came from some plastic tubing of different diameters placed one inside of the other to give the desired thickness then turned up to the final shape in my motor tool. Small holes in the side of the barrel had to be drilled and kept perpendicular. This proved to be a challenge and was overcome by holding the barrel in a clamp and drilling using a small drill press, as this way I knew that the holes would be vertical to the barrel's longitudinal axis.

The Sidewinders became a challenge when I realised that there are no really decent models of them in 1/32nd scale. Looking at detailed photos of them I found that they are simple tubular shapes with the most complicated part being the nose section. I came to the conclusion that if the aircraft was to be depicted at rest then the seeker heads would be covered with simple tubular shapes,



This view shows the top of the ejection seat. Note the 'slab-sided' shape of the head box.



This view shows the airbrake fully extended



An overall shot of the Port side of the fuselage.



A look down alongside the Port side of the rear ejection seat



The nose wheel assembly



An overall view of the instrument panel in the front cockpit



A look down at the Port side console in the front cockpit



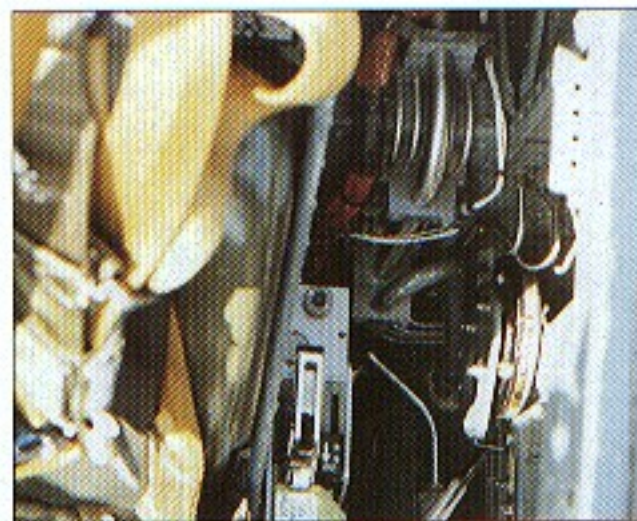
A close-up of one of the weapons pylons



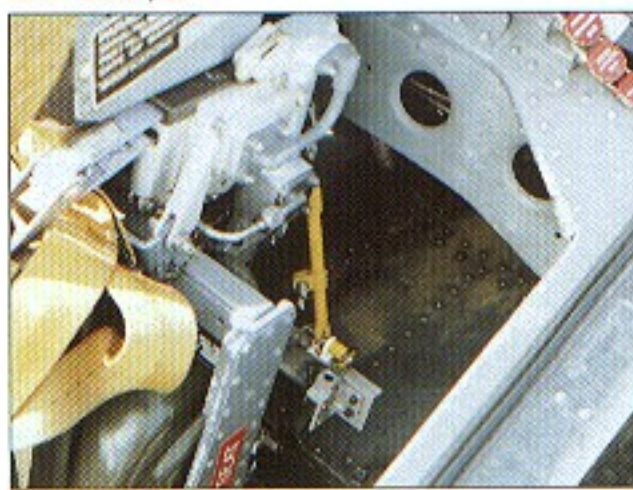
This shot shows the undercarriage main doors and the ventral 30mm cannon pod



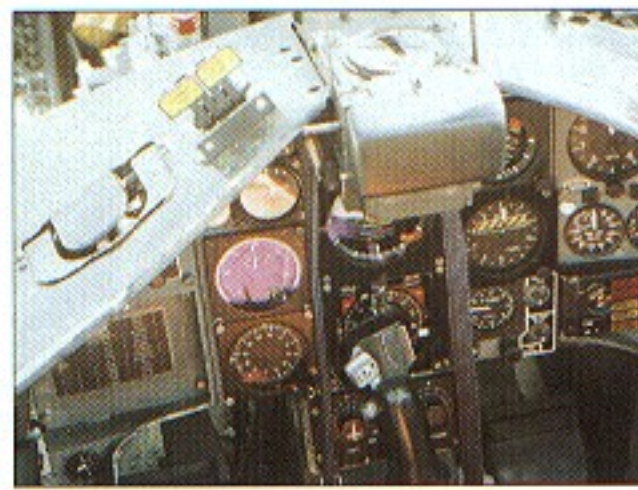
A look at the coaming between the front and rear cockpit stations



This is the view down alongside the ejection seat in the front cockpit (Port side)



Looking down alongside the Port side of the front ejection seat you can see the structure that separates these positions



An overall view of the rear instrument panel

All Photo © Stephen Seale-Finch

therefore I didn't need to worry about making the noses. With suitable sections of plastic rod to hand I set about their construction. On the Sidewinder there are lots of coloured bands which I portrayed as scribed lines. This would aid painting later and I managed to accomplish it by using a pipe cutter which I only tightened enough to score. I then turned the tube, this giving a straight perpendicular line which went all the way around the missile body. The fins came from the only other commercially available set that I used, that being the Model Technologies etched missile fins set. It was imperative that they were mounted at 90° as the slightest angle off would be noticeable, so I used the same technique as when I did the holes in the gun barrel, and this resulted in a very thin-finned accurate missile. The missile seeker head covers were manufactured from small lengths of plastic rod with one end blocked off. The cup-like shape was pushed on to the completed missile and tied with some lycra thread. On the real thing they are held in place with bungee like elastic that is wrapped around one or more of the forward fins to hold the cover in place. The weapons pylons had to be hand carved from sheet plastic as no decent alternatives were available.

Painting

With all appropriate masks in place I could begin the process of painting. After a first coat of Halfords Grey Primer I did a visual inspection of the model and rectified any faults, only small areas needing work, and soon I was spraying the Primer again. Once happy with the finish I gave

the whole model a wipe down with a Tac Rag (sticky rag used to pick up any last minute dust before spraying). As the final colour was to be Black I decided to use another of Halfords cans. I find that the pigment in these cans is very fine and leaves a great finish which is hard to the touch inside thirty minutes. To aid the flow of paint from the can I immerse it in some warm water for a few minutes; this results in a far better paint flow than straight out of the can cold. Once the black was finished I masked up any small areas that needed to be a different colour and sprayed the appropriate colour, this included things like the wheel bays, airbrake bay and exhaust. There was only one awkward part and that was the backing for the tiger head decal, and for this I used a spare photocopy of the decal as a template and sprayed white through it in order to get over the fact that I wasn't able to do white on my homemade decals.

Decals

Early on in the construction I realised that I might have to hand paint the tigers head on the fin, however I was fortunate enough to have a good friend who helped. From my original side-on photographs of the real plane we scanned the image into a computer, the images were imported into Corel Draw 7 and manipulated in order to get the colours as true

to life as possible. With the images ready to print I went to a local high street printers and asked for them to print them on clear decal film using a colour laser copier at 600 dots per inch. I was printing onto Xtradecal clear film and as this is clear you must remember that white will not print or show up so this is why I had to paint white before the decal was applied. Just before I had the decals printed I realised that I couldn't read the pilot's name just below the cockpit from my photographs. As I was going to the lengths of printing the decals from photographs I had to get the pilot's name



right! At a model show that I attended I had the half-completed model on display with some of the original photos next to it, and during the day I met a chap who mentioned in the ensuing conversation that he went to school with the pilot of this aircraft, what a stroke of luck! With the decals now printed it was time to apply them, and this was done in the normal fashion using appropriate setting solutions, a lot of the white markings coming from the excellent Echelon Lightning decal sheet which were left over from building that model some years earlier. One last problem was the lack of good ejector seat warnings in 1/32nd scale, and these came from a 1/48th scale sheet.

Final Details

Very light weathering was apparent on the real thing and I replicated this with thin oil paint run in areas that needed it. Light oil streaks were made using the oil paint run back along the line of airflow, some small bug splatters, like you get on your car windscreen in the summer, were done by using various colours of oil paint applied heavily around the nose and windscreen areas. A dark wash of Paynes Grey oil paint thinned to the consistency of ink was run in and around the gear to finish off. Lastly the small wing fences and vortex generators were cut from 5 thou aluminium sheet and attached with super glue. Some small 'remove before flight' tags were made from paper soaked in white glue and attached with small

lengths of fuse wire where appropriate.

The Base

I always try to make a simple base to display the model on and this was no exception. It started off life as a sheet of Formica laminate-covered 9 mm plywood. To this I added some beading as an edge with the corners mitred. The whole base is sprayed a light brown/grey mix, then I do the prominent expansion lines with the black ink applied with an inking pen from a compass set. Once dry I spray a dark tone over these lines in a very fine misting, this representing the shading which is evident on all hard standings. Some splatters of thin oil paint give the impression of dripped oil and fluids, and there you have it.

Conclusion

A lot of work was involved in this project and the end result was worth it, and although I would not recommend something like this to the beginner I would urge any one with experience to have a go. One down side to the whole thing is that when painted no one really knows what went into it except me, and now, hopefully you. All in all this worked out as a very cheap model to build, as I spent four months on the project and spent less than £20, the most expensive part being the decals, which came out at about £12.

John 'Tigger' Wilkes

BAe Hawk Ejection Seat – Martin Baker Type/Mk 10

Throughout its career, the Hawk has been fitted with a Type/Mk 10 Martin Baker ejection seat. Initially, when the type was first introduced into RAF service, it was fitted with the Type 10B. This seat was Dark Sea Grey overall and featured a large headbox (parachute/drogue storage unit). After 1986, all RAF machines, plus all international operators of the Hawk, fitted the later Type 10 seat with its modified

(oblong) parachute/drogue storage unit. The overall colour of this unit remained Dark Sea Grey. Many of the international operators of the Hawk have had the lightweight Type/Mk 10LH fitted. These include Abu Dhabi, Malaya, Oman and South Korea. This seat is completely different from the previous versions and is finished in (Satin) Black.

Illustrated here are the original Type/Mk

10B (Diagram 1), later Type/Mk 10 (Diagram 2) and lightweight Type/Mk 10LH (Diagram 3). Also included is a colour photo of a complete seat, to illustrate the colour of the survival equipment and harnesses for all of these seat types.

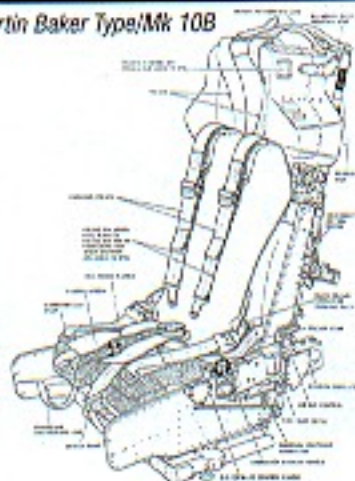
My thanks to Del Holyland of Martin-Baker Aircraft Company Limited for his assistance with the above.

All illustrations © Martin-Baker Aircraft Co., Ltd

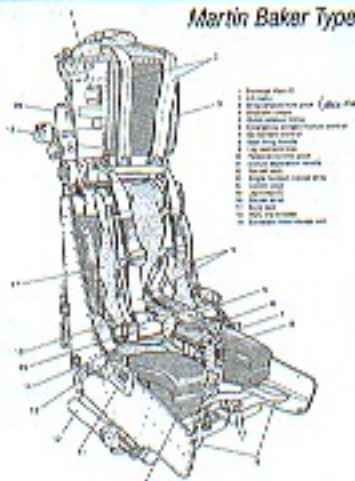


A lightweight series seat that illustrates the colour of the harness and survival equipment

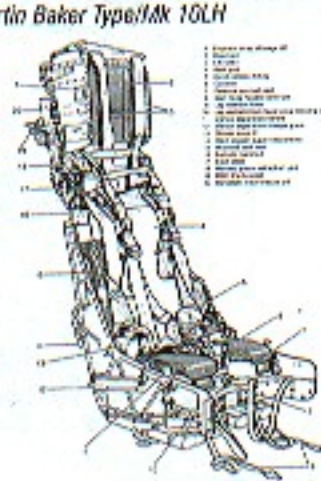
Martin Baker Type/Mk 10B



Martin Baker Type/Mk 10



Martin Baker Type/Mk 10LH



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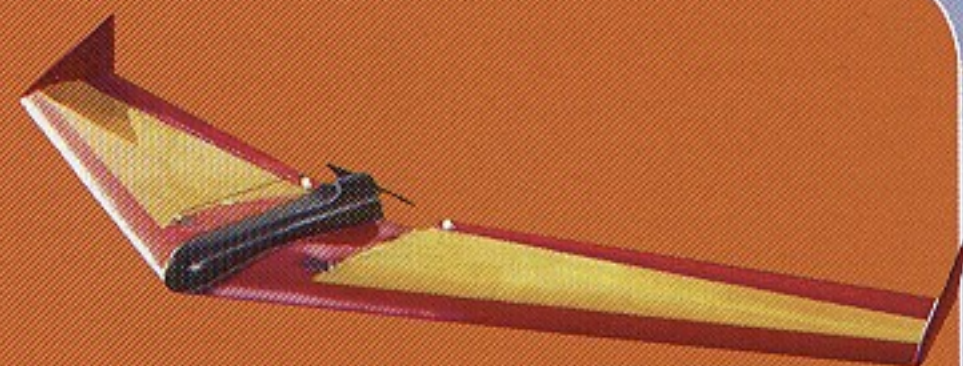
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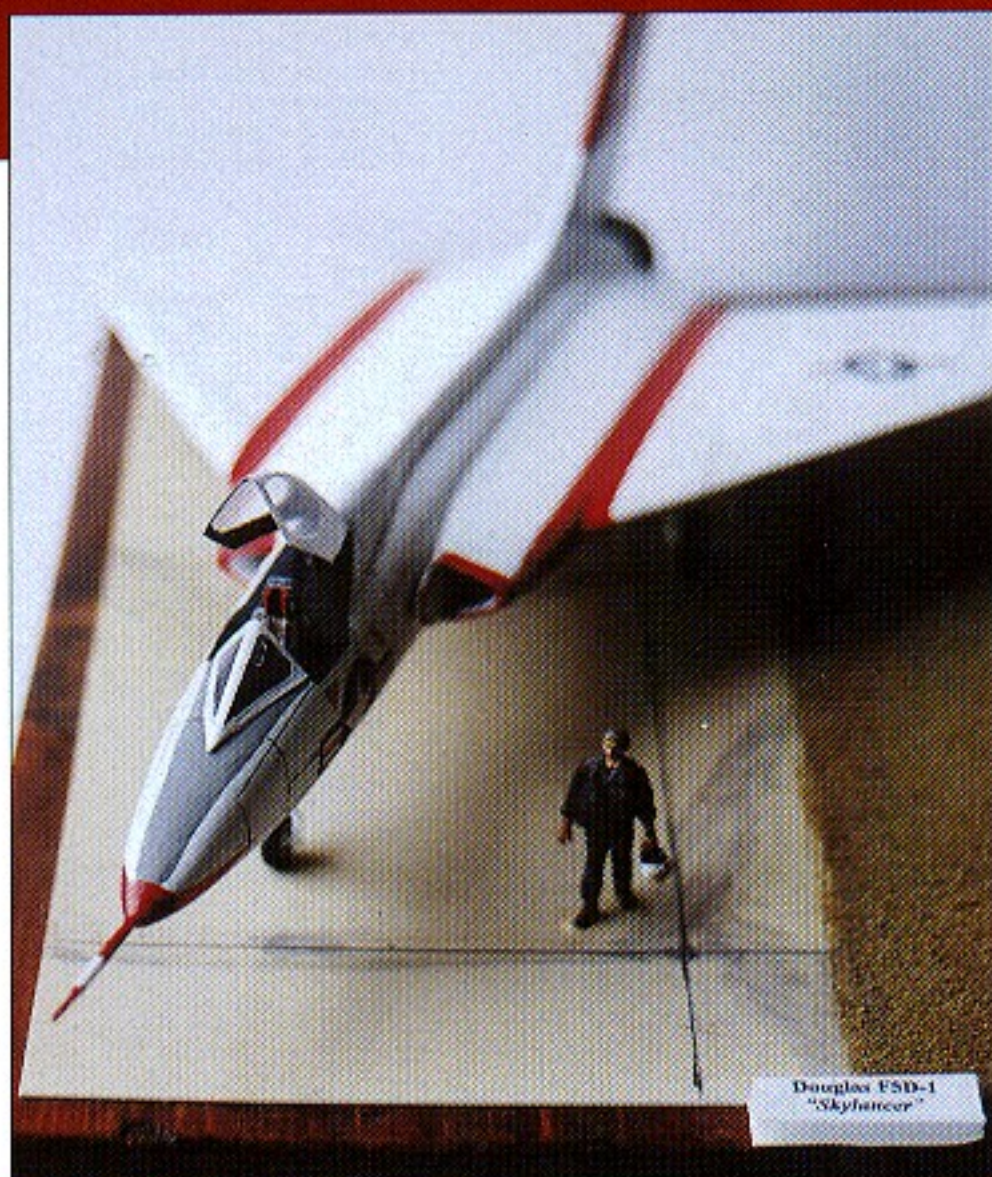
Skylancer: Last

by Steven J Corvi

History

The Skylancer was the logical extension of the Skyray program. Douglas started mock-up work on the Skylancer in November of 1953 and airframe work began thereafter. The aircraft was the natural outgrowth of the F4D Skyray and the Skylancer displayed many improvements in airframe design, avionics and weapons delivery. In September of 1954, Douglas incorporated a new system, the Aero X-24A which gave the Skylancer an all-weather capability. This innovative system allowed for fully automatic aircraft function during attack/bombing phase and in the ever crucial air-to-air role. This system was integrally amalgamated with the specific radar and fire control systems of the F5D-1. This gave the Skylancer excellent tracking and fighting qualities. Douglas also employed a manual stand-by system in case of radar failure. This design would later be employed in the next generation of USAF and USN fighters where radar was to become essential for the ACM (Air Combat Manoeuvre) and CAP (Combat Air Patrol) roles.

The F5D-1 Skylancer first took to the air on April 21st, 1956 and was flown by Robert O Rahn. The Skylancer attained supersonic speeds on its maiden flight and the airframe improvements made from the previous F4D Skyray program proved successful. Minor changes were made to the wheel and brake systems but otherwise the airframe performed admirably. The number two aircraft first flew on June 30th, 1956 with Rahn again at the controls. The aircraft was put through its paces and it performed rather well with no compressor stalls, even when the aircraft was put in extreme angle of attacks or high altitude. The aircraft also performed well with the United States Navy Patuxet River test pilot, Commander Tom Gallagher, who flew the aircraft no less than 28 times between 10th July and the 17th July 1956. There were problems with procurement of the X-24A system, which would cause a fleet deployment delay from July to October 1958. Also the cost of the final F5D-1 would be dramatically increased by about 39%. These problems combined with United States Navy changes in aircraft procurement policies doomed the program and made way for the highly successful Chance-Vought F-8 Crusader and the McDonnell F-4 Phantom. The Skylancer did however have a fruitful career with the National Advisory Committee for Aeronautics (NACA) (precursor to the National Aeronautics and Space Administration (NASA)) flight test program with future astronaut Neil Armstrong. Armstrong used the Skylancer to develop an escape procedure for the X-20 Dyna-Soar program.



Closer view of the plane and pilot

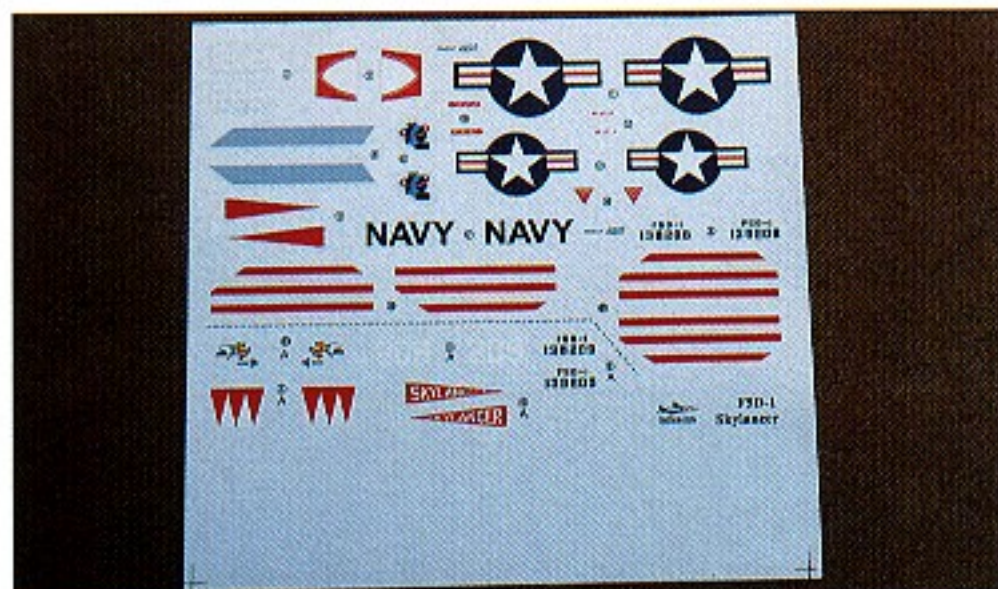
The Kit: Collect-Aire Douglas F5D-1 Skylancer

The only 1/48th kit of this aircraft is the recently released Collect-Aire resin kit. This limited production kit (only 200) consists of twenty-five resin parts, two vac-form canopies, four polished white metal parts and a colourful decal sheet which provides the modeller with two options. The mouldings are crisp and reveal restrained, engraved panel lines. Overall, an impressive array of resin that comes in a well presented package.

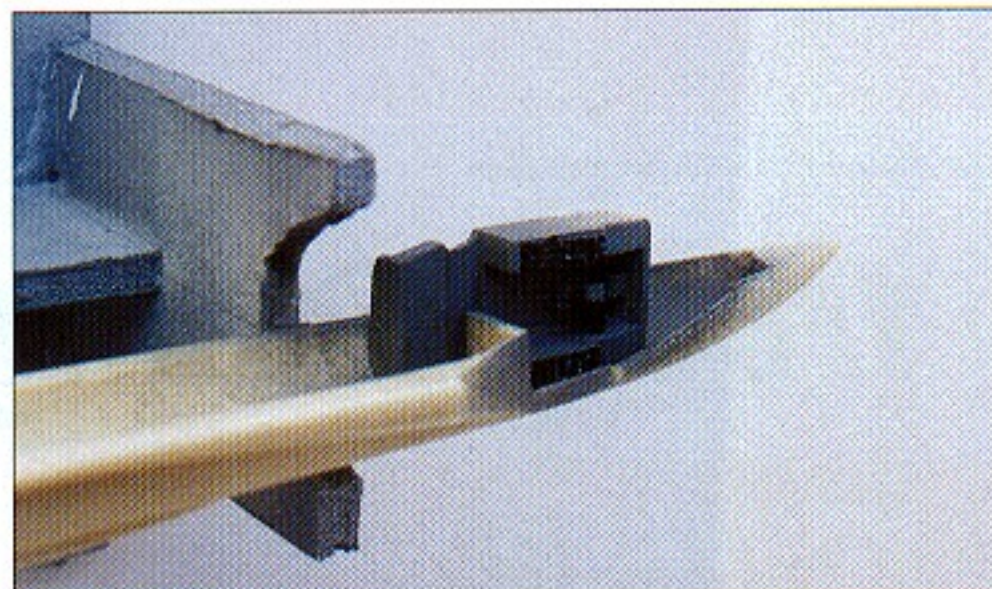
Construction

As with most aircraft kits, construction

begins with the cockpit. The tub was sanded down to fit within the fuselage halves and the ejection seat was removed from the moulding block and prepared for painting. The instrument panel/hood piece was also cleaned up and prepared for painting. The tub was painted in an overall Navy Aggressor Grey. Once this dried, I painted the side consoles and instrument panel/hood in flat black and then picked out the details in various lighter shades. I then proceeded to paint the ejection in the overall same shade of gray. The seat cushions and headrest were then painted in Olive Drab and Flat Red respectively. The straps and buckles were painted and all the

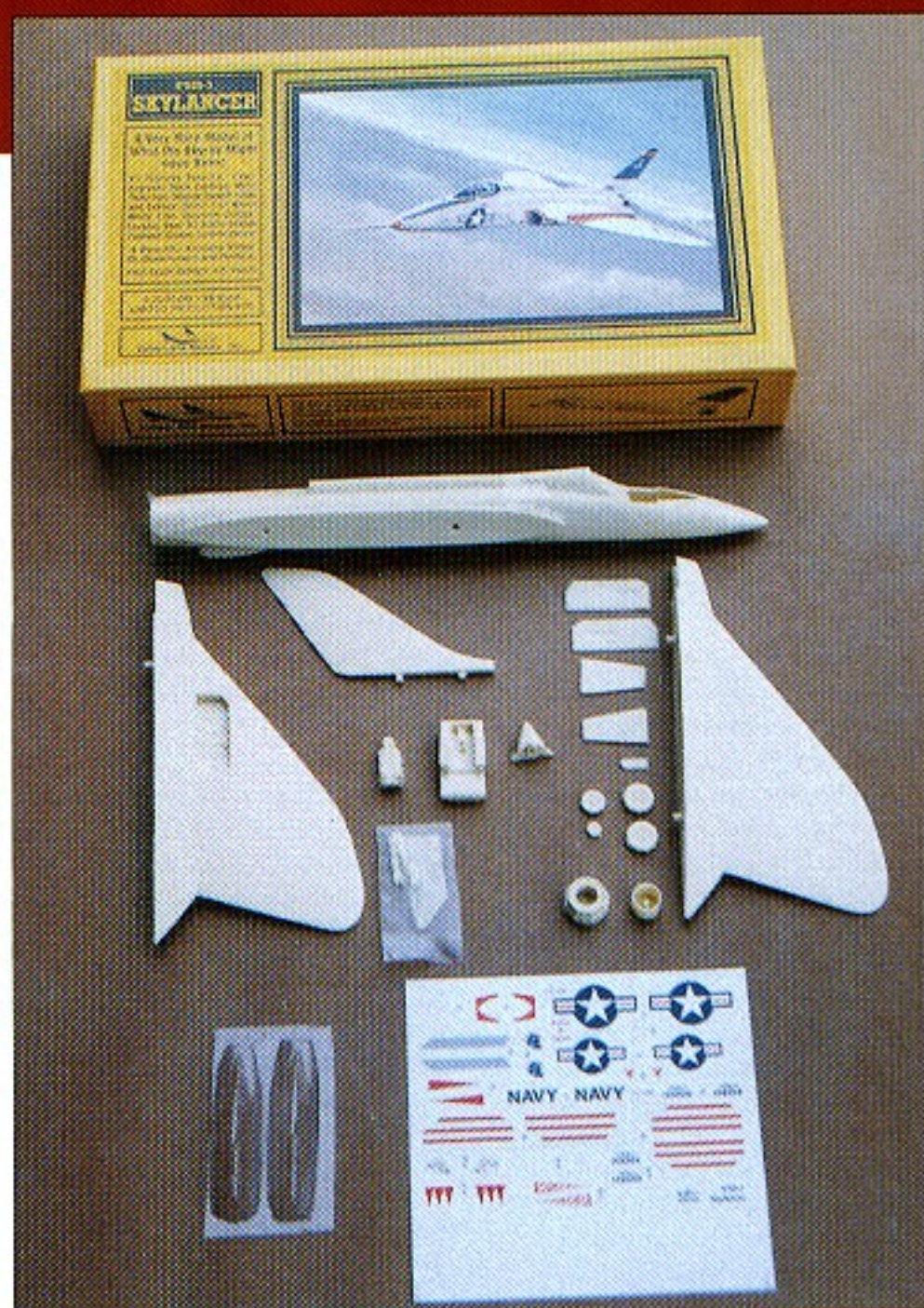


The well printed decal sheet



The cockpit tub after painting

of the Douglas Fighters



A layout of the Collect-Aire resin components

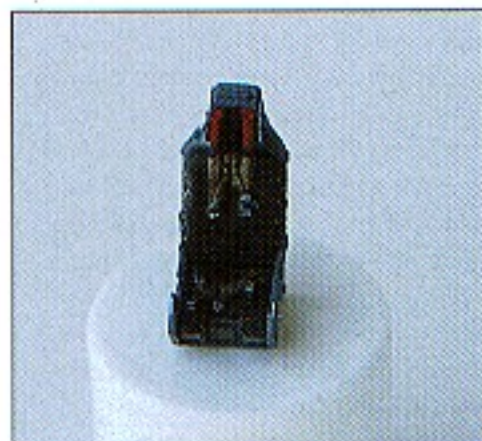
fine details were dry brushed to render a more appropriate look. With this accomplished I then turned to the burner nozzle and turbine fan disc parts. These parts were cleaned up and then dry-fitted to the fuselage. Once I was satisfied with the fit I superglued the whole burner unit into the fuselage half. The whole area was then painted with Testors Metalizer Gunmetal and dry-brushed over with SnJ Aluminium polishing powder. This technique renders a unique and realistic burnt metal look.

After the cockpit tub was allowed to dry overnight I proceeded to superglue it into the fuselage half with ample dry fitting along the way. Now that all the internal parts were in place, I epoxied the fuselage halves together. This was a nice fit which only needed a minimal amount of gap filling superglue to tidy it up. I then sanded down the seams until all was to my satisfaction. The vertical tail was epoxied into place, this however, needed some sanding to acquire a flush fit. Now it was time for the critical wing assembly.

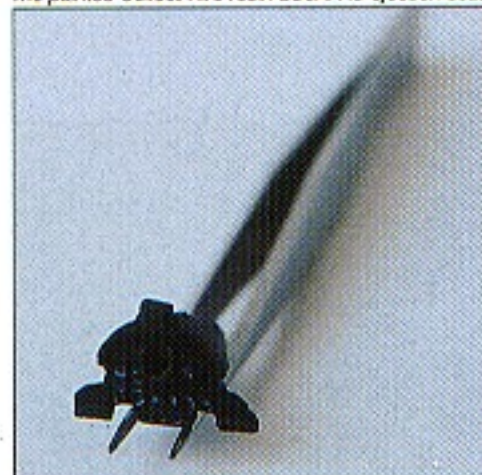
The wing fit on this particular model is critical due to the airframe configuration. It is best to dry fit many times before

committing to the cement. I maintained a correct alignment to the vertical axis and I cemented each wing into place. Even with careful dry fitting and alignments there was still a slight gap of about a millimetre between fuselage and wing root. I proceeded to fill this gap with gap filling superglue. I sanded it flush and prepared the airframe for the primer stage.

I decided to try a new primer that has been recently introduced to the United States market; it is Gunze Sangyo Mr. Resin Primer Surfacer. This seems to be similar in composition to the Mr. Surfacer line of products but it seems to adhere better to resin. The only drawback is that this formula is only available in bottle format and is not available (at least in the United States) in spray can format. I suspect it is available in spray can format, but was not allowed into the United States because of EPA (Environmental Protection Agency) regulations as with Tamiya spray paint. Once the whole airframe was covered I set aside the model to dry overnight. I would like to mention that this stuff dries rather rapidly in about 20 minutes, but since I cannot read Japanese, I do not know how



The painted Collect-Aire resin ESCAPAC ejection seat



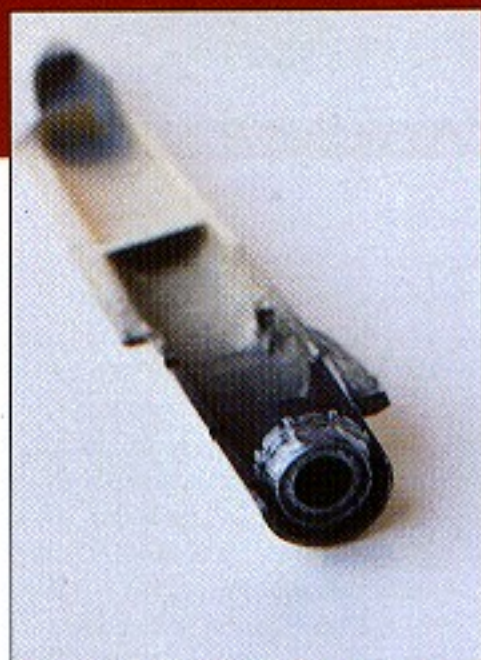
The instrument panel painted and dry brushed in the appropriate colours

long it takes to cure. I decided to play it safe and wait until the next day to sand and prepare the surface for paint.

Painting

The primed surface was sanded down with 4000 and 6000 sandpaper to clean up for the paint stage. Once this was done to my satisfaction I masked off the exhaust and cockpit area and airbrushed the whole airframe in Gunze Sangyo (H316) White FS 17875. This paint did not cover the darker primer surface well, but it's a common problem with white. I had to cover the airframe in multiple coats and finally after about 7-8 coats the aircraft was completely painted. The paint was allowed to dry in between coats but it was helped along with a heat gun. This is a tool that I find indispensable for many functions. At this point, I masked off the wing roots, nose cone and tail for the unique test markings of the Skylancer. I sprayed the wing stripes, tail block and nose with Testors Insignia Red (a nice contrast with the all white on the airframe) I then hand painted the exhaust area with a blend of Gunze Sangyo stainless steel and Testors Jet Exhaust. This seemed to produce the effect I desired for the burner area.

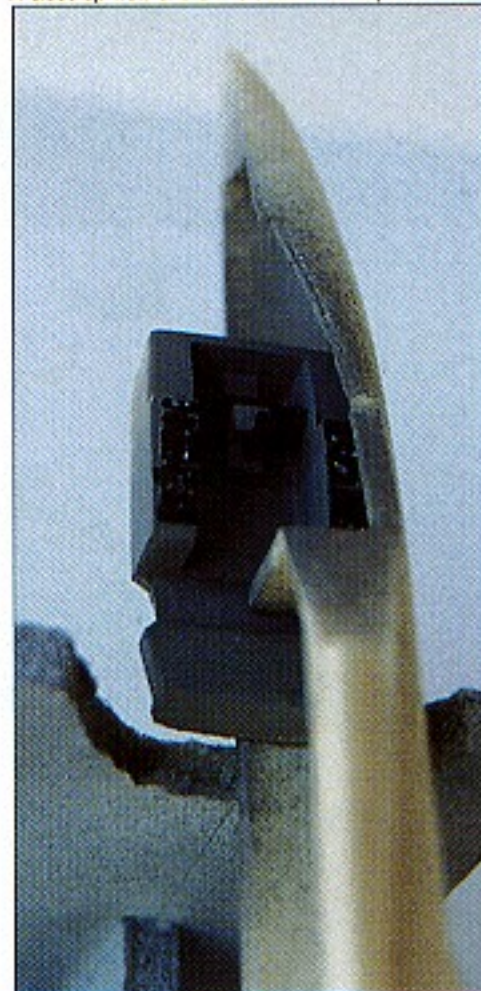
The whole surface was lightly sanded



The afterburner assembly after painting and SnJ Aluminium powder



A close up view of the fine detail in this ejection seat

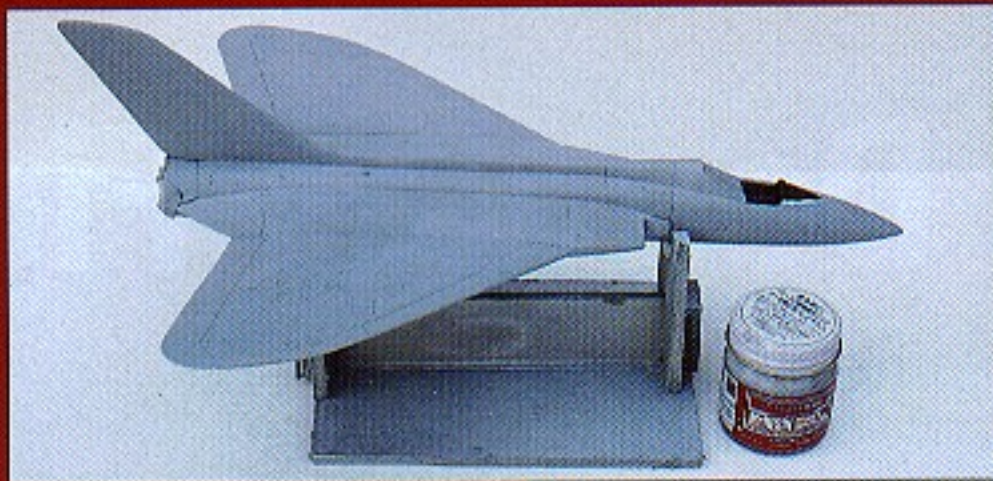


Another view of the cockpit tub

with 8000 and 12000 sandpaper to prepare the surface for a lacquer glosscoat. The whole model was then sealed with Testors lacquer glosscoat to create a uniform surface for decal adhesion.



The airframe primed with Mr. Resin Primer Surfacer



Completed model

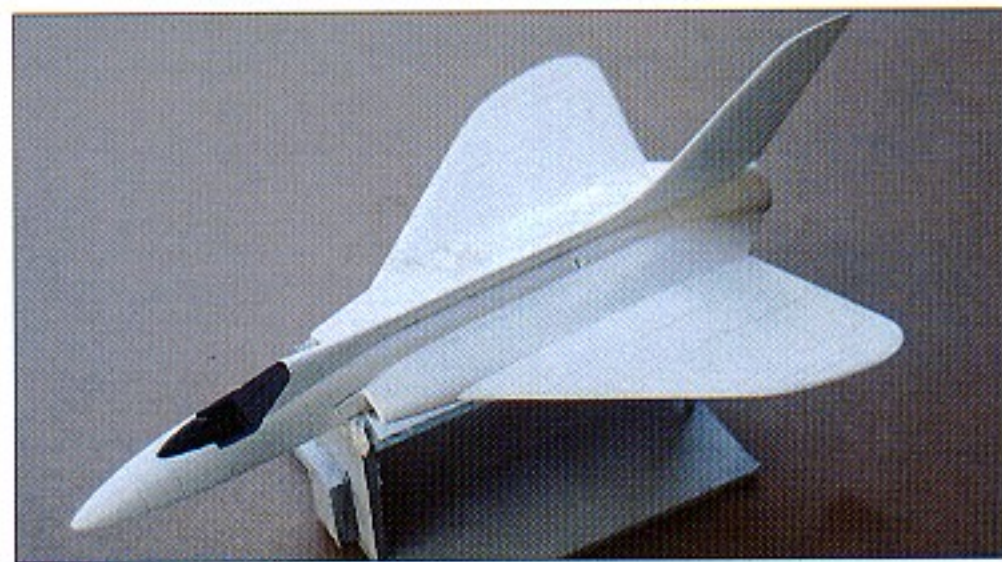
Decals

The decals are well printed and have nice colour density. This sheet is of the same quality of the previous Demon kit (see *Scale Aviation Modeller International* Vol 5 Iss 5 May 1999) which has little carrier film. Since there are really very few markings, the decal stage went with no hitches and only took about 20 minutes. All the decals snuggled down nicely with Micro-Set. I then gave the aircraft a final semi-gloss coat to seal in the decals. Now the Skylancer was ready for some legs.

Undercarriage

The landing gear assembly consisted of white metal oleo struts and resin wheels. The only area of any concern is the alignment of the landing gear with the

vertical axis of the aircraft and the balance of the airframe. The aircraft does not tail sit, and it should not, with all this weighty resin in the nose area. The oleo struts were painted flat white and the hydraulic piston area was painted in a bright aluminium (buffed out with Sn) Aluminium polishing powder). The corresponding holes were drilled into the nose and main wheel bays. The gear struts and wheels were superglued into place and she was now up on her feet. The final area of the undercarriage was the tail hook and tailwheel assembly. These parts needed some extra attention to get cleaned up. The tail hook and tailwheel assembly were then painted in the appropriate colours and superglued into place with no incident. This left us with the canopy and nose pitot.



Shaping up into a Skylancer



A close up of the front office



The sleek lines of the Skylancer



Fuselage halves epoxied together and awaiting further assembly

Canopy

Collect-Aire provides the modeller with two vac-form canopies so this should alleviate apprehension at this stage. I decided to cut out the canopy in the open position in two separate parts before painting. Since this is a fairly simply shaped canopy this was a relatively easy task. I then proceeded to mask out the windscreen and canopy with Tamiya tape, the best stuff for this task except for canopy masks. The transparencies were then painted Gunze-Sangyo (H316) White FS17875 and allowed to dry overnight. The interior framing was painted Navy Aggressor Gray which was the same interior colour used in the cockpit area. Once all this was dry, I glued the windscreen and canopy in place with watch crystal cement. One note here is that I trimmed the canopy pieces to fit the fuselage exactly and extra time spent here will undoubtedly make for a cleaner appearance in the cockpit area. The final construction task was the addition of the pitot tube, which was made from strip styrene and superglued into place. I hand-

painted the nose pitot tube the appropriate colours. Now the bird was completed and ready for a base and figure.

Conclusion

Overall the Skylancer was an easier build than the more complex F3H Demon kit from Collect-Aire. The completed model seems to scale out nicely and has an accurate feel to it. This kit was very satisfying to build and it should be within the capability of most modellers that have fiddled with resin and want to cut their teeth on a full kit. I recommend this kit to any and all enthusiasts of this era and type.

Steve J. Corvi

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Ginter, Steve, *Naval Fighters Number Thirty-Five, Douglas F5D-1 Skylancer*, Ginger Publications 1996.

Green, William and Gerald Pollinger, *The World's Fighting Planes*, Harrow House, New York, 1956.



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French Model!

Lioré-et-Olivier C.30

by Richard A. Franks



The Cierva C.30 autogyro was licence built by Lioré-et-Olivier in 1935-6. In total sixty-four machines were delivered and they were powered by a 135hp (101kW) Salmson 9Nc radial engine. Of the sixty-four built, eight were for the Aéronavale, while the rest went to the Armée de l'Air. The Aéronavale's initial four machines were used by Escadrille 7S4 on board light cruisers during the 1936 to 1938 period. By the outbreak of WWII, the Armée de l'Air had received fifty-two of their fifty-eight allocation and most of these operated within the Groupes Aériennes d'Observation, while the Aéronavale machines were transferred from 7S4 to Escadrille 3S2 and based at Cuers. An updated version, the C.301 fitted with a 175hp (130kW) Salmson 9Nc engine, was built and although the initial machine went to the Armée de l'Air, it was later transferred to the Aéronavale, where it was joined by four more C.301s. The navy's allocation of C.30s and C.301s was boosted by the transfer of Armée de l'Air examples and the Aéronavale used these machines in the anti-submarine role around the Seine estuary. By the time of the Armistice in June 1940, all remaining machines were placed in store. These were all subsequently scrapped in 1942, as neither the Vichy Government nor Luftwaffe seemed to have any interest in them.

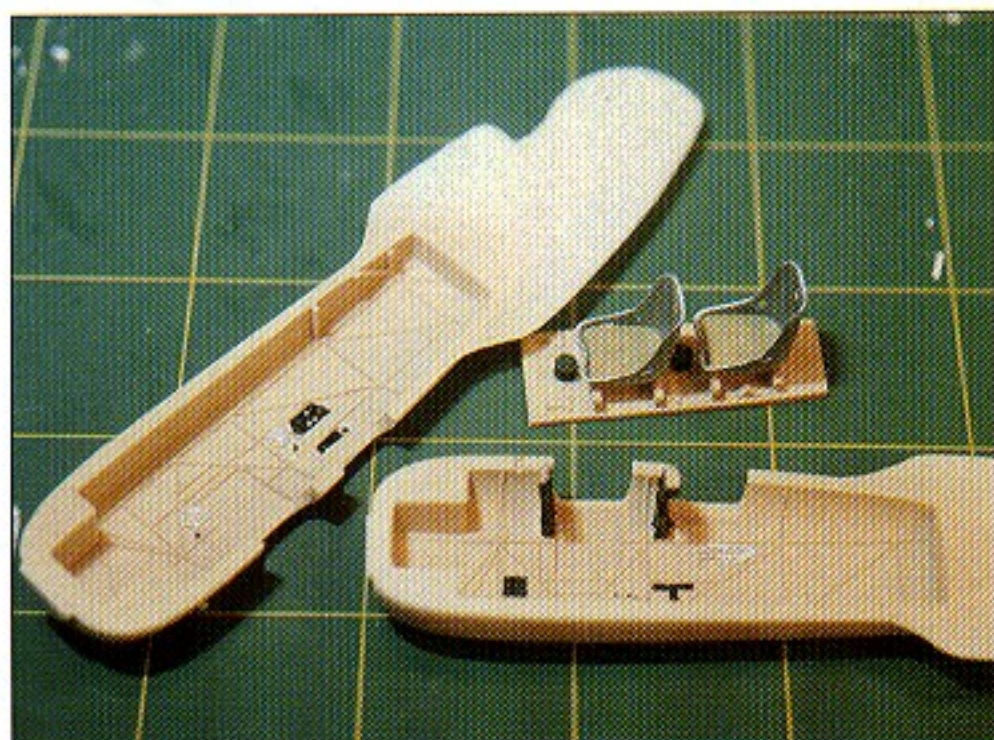
The Kit

The C.30 is of a size that lends itself to 1/48th scale better than 1/72nd. It is quite a small model even then. This new resin and metal kit from JMGT is currently the only C.30 kit available in any scale. The bulk of the kit is resin, and all of the components are beautifully cast with no sign of air bubbles etc. Most of the small parts, plus the rotor head and blades, are all white metal. These are also

well cast, but in our example the rotor blades did suffer with quite a few air bubbles near the edges. The kit is completed with a small set of instructions and the colourful decal sheet.

Instructions

These basically comprise just one small sheet. On one side is an exploded view of the assembly stages, plus undercarriage configuration and cockpit interior diagrams.

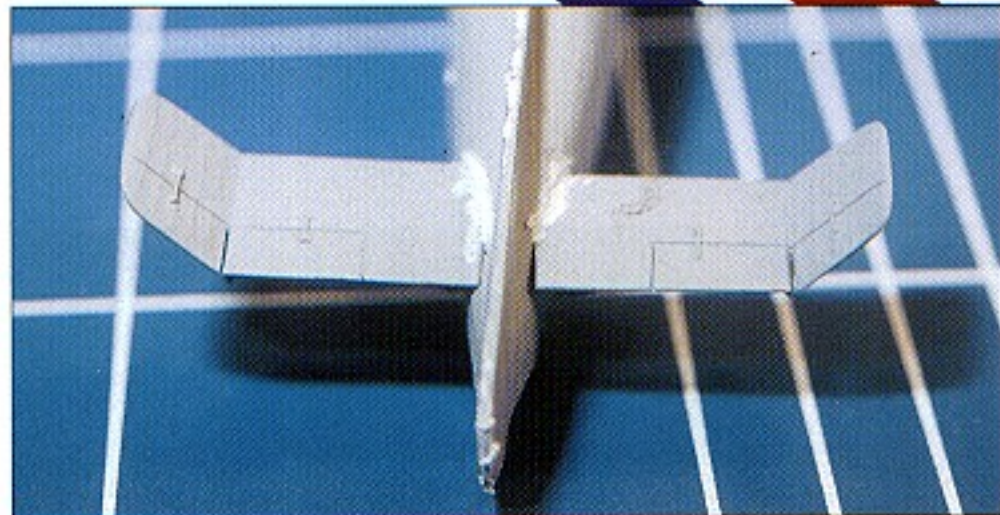
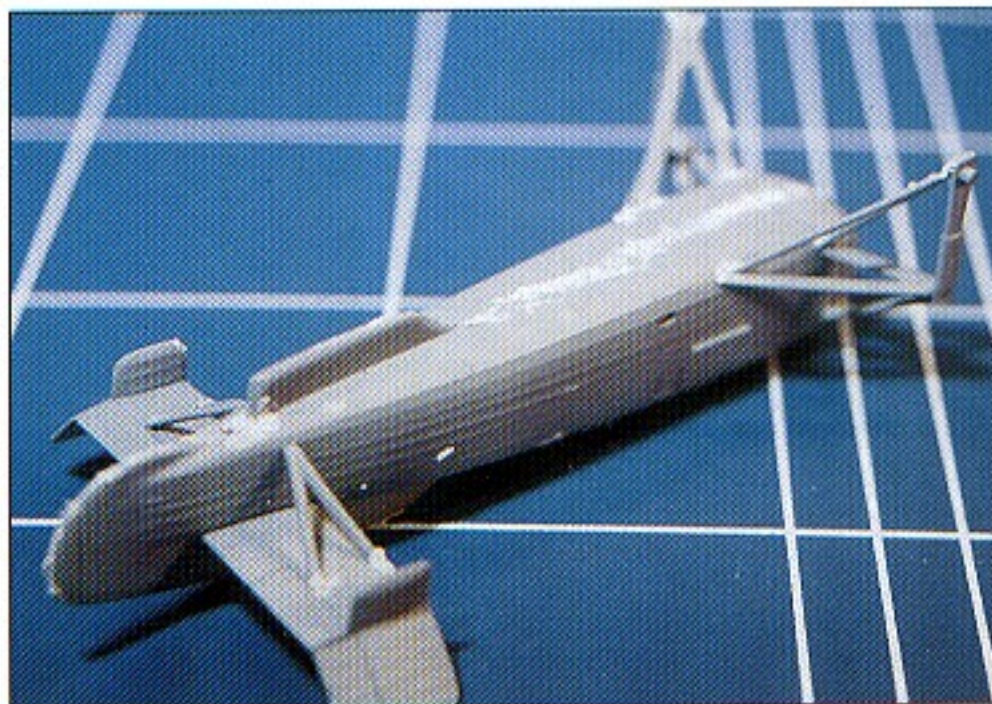
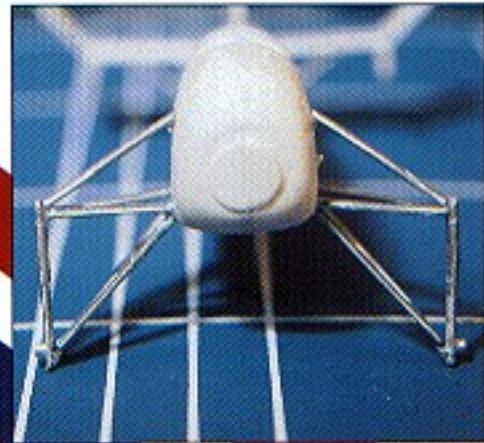
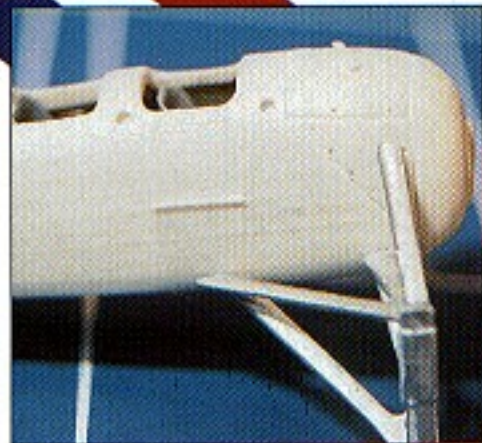
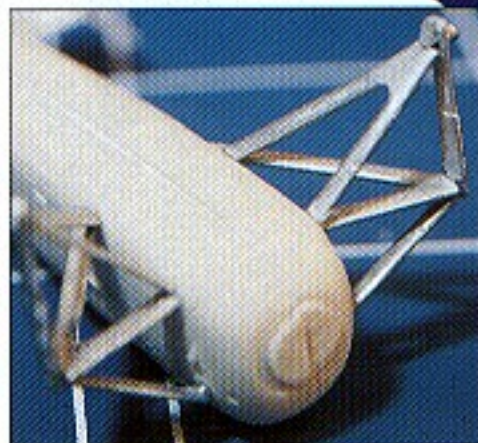
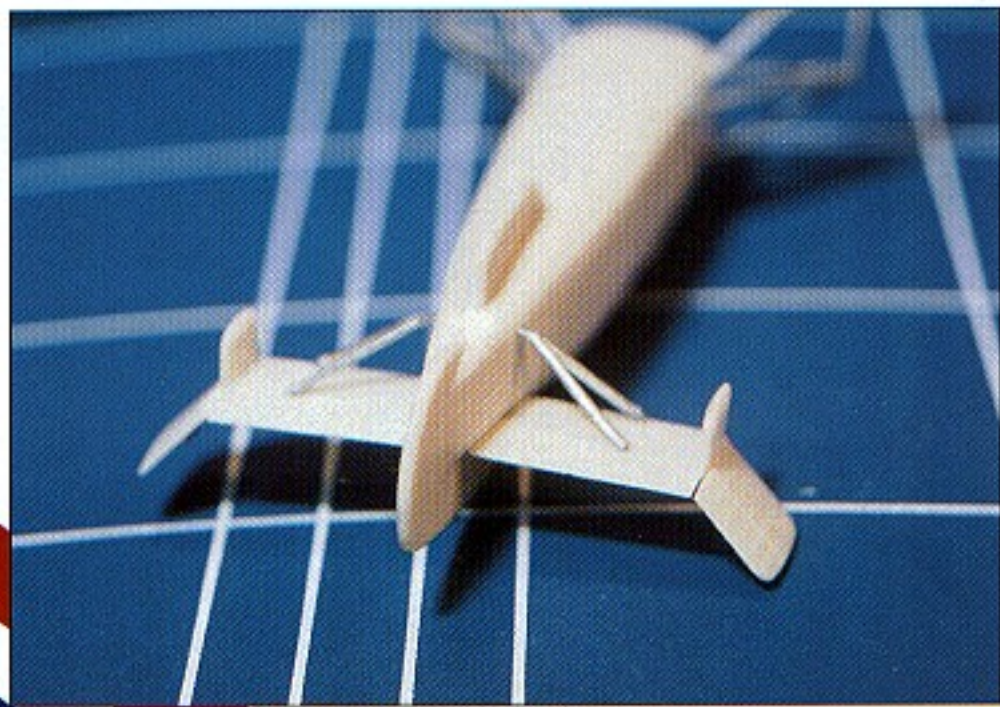
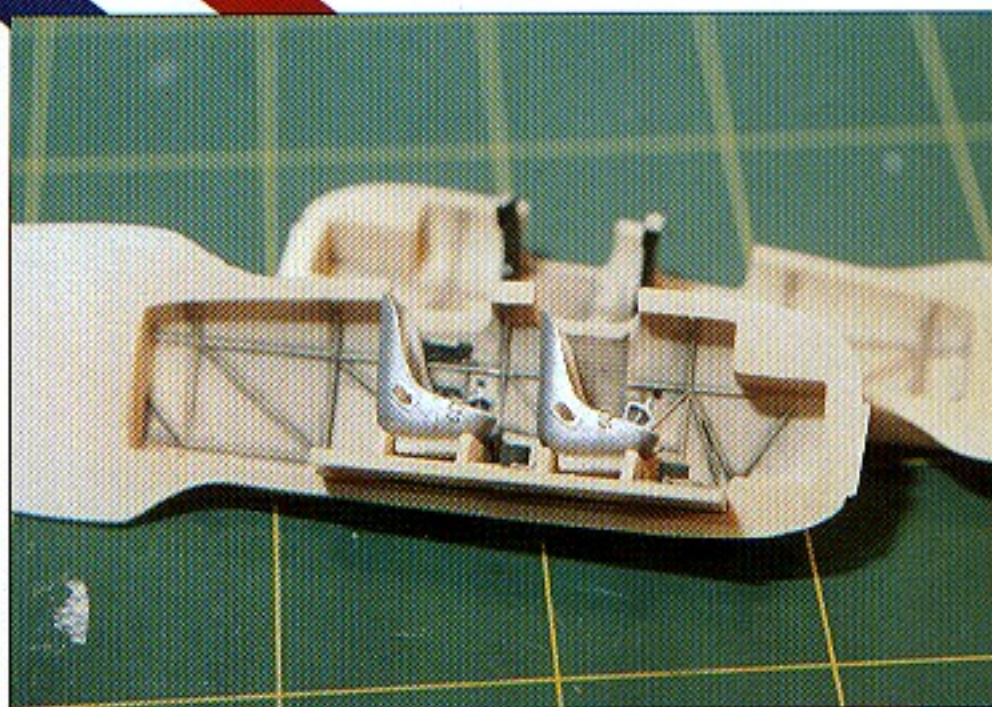


The other side of this sheet offers colour side views of the three decal options offered. These instructions are in both French and English. All these colours are simply identified by name, although most of the main camouflage colours are also identified by FS number.

Construction

Because the fuselage is split vertically and most of the cockpit interior detail is integral with these halves, all you have to do is clean

up any pour points on the components and then proceed to paint each piece. I sprayed the whole of the cockpit interior and floor Chamois (Xtracolor X394). The seats were picked out in aluminium, with the seat cushions in a suitable leather colour (Revel 84). Sidewall details were picked out in aluminium and satin black, while the instrument panels were also in black (Photo 1). Once these were dry, a pin was used to



scrape dial faces in each instrument recess, and then they were 'glazed' with ClearFix. When all this was dry, the whole area was given a wash with thinned black to add depth (Photo 2). Once dry, the whole of the fuselage interior was dry-brushed with Chamois to highlight the ribs etc. Lap straps were added to the seats using lead foil and some buckles I had from a WWI etched set by Koster.

When all of this had set the cockpit floor was fitted into one half and then the other half was glued in place. Little filler was initially used, but after priming I found that the seam underneath needed quite a lot of attention to get it smooth. The rotor mechanism cowlings and support struts were loosely assembled without cement, as I wanted to paint them, but did not want them 'set', as some adjustment might be needed later when they were finally added to the fuselage. Again, once this unit was primed, I discovered that there was a slight seam horizontally across the cowlings, so I had to sand and fill it before repriming and painting. The tailplanes could now be added to the fuselage, and the white metal struts for

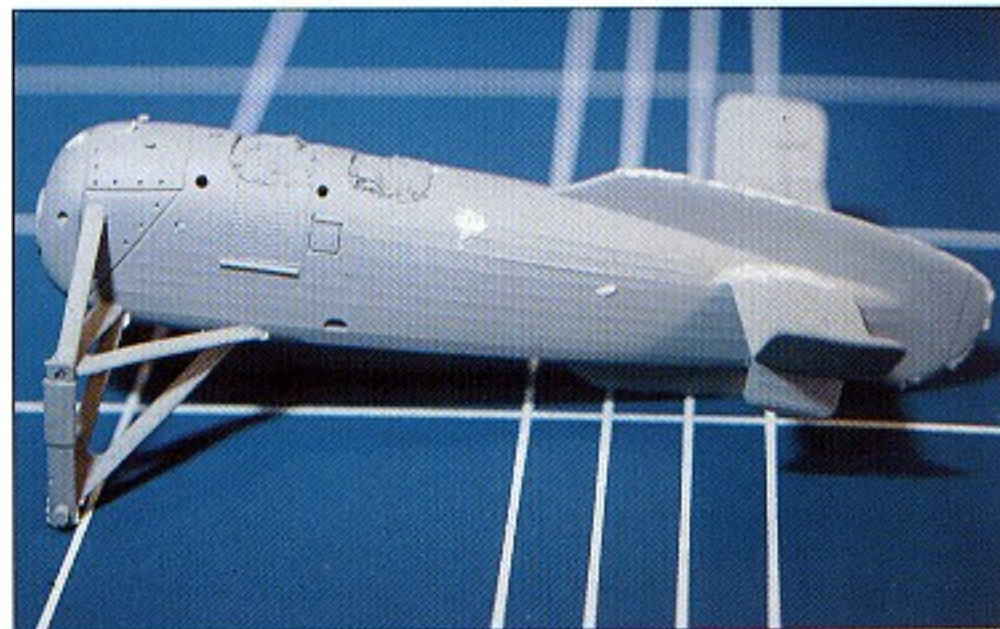
these will need to be trimmed to the correct length to ensure that the tailplanes are flat when viewed from the rear (Photo 3). The undercarriage legs were next, and these were the most problematical area of the whole kit. To start with the white metal parts suffered from air bubbles that had to be filled. I also found a few areas that were not fully cast and these had to be filled too. Once all that was done you had to work out from the single instruction diagram which of the six struts went where. This was no easy task, and it would have been better if the manufacturer had mounted the parts on a piece of card and numbered each to make this stage of assembly much simpler. Anyway, once I had got all the struts sorted, I drilled out holes to accept the lower two on each side. These were push fitted, not glued, into place. Now the upper strut was fitted and the two assemblies moved together. Here it was obvious that the 'sit' of the legs would not be right in comparison with the supplied diagram, so I trimmed the upper strut to bring the legs into the correct position. The upright damper legs were now fitted and

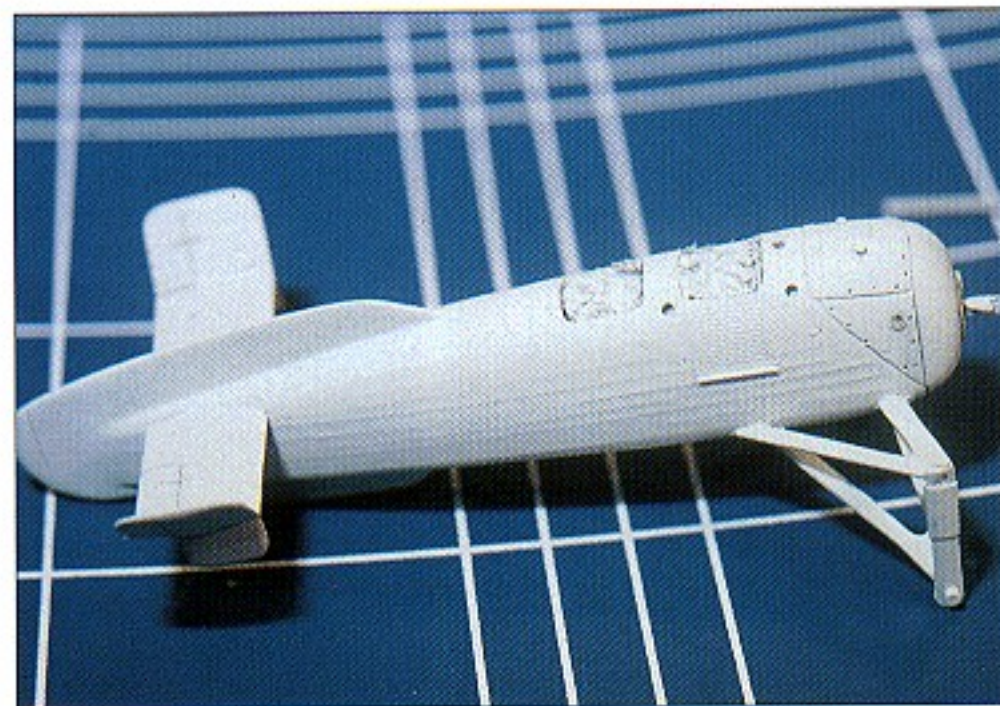
one I was happy with everything it was dismantled and then re-assembled with cement (Photos 4, 5 & 6). The model was left to dry suspended in a suitably sized box, so that no weight was put onto the undercarriage whilst it dried.

I now masked off the cockpits and set about priming the whole model with Humbrol 'Just Spray' Grey Primer. Once this had been applied it highlighted the problems with the rotor gear cowlings and ventral seam (Photo 7), as well as a number of small problems with

the undercarriage joints (Photos 8 & 9). These were all dealt with; the former with a standard filler, and the latter with superglue. Once all this was sanded smooth, the model was primed again. This process continued until I was happy with all the joints.

The rotor assembly is all white metal and the thought of gluing such huge blades to the rotor with simple 'butt joints' did not fill me with confidence. I therefore carefully drilled the hub with holes big enough to accept the roots of each rotor and then secured each





blade in place with Epoxy cement. The whole unit was then placed upside down on a flat surface and left to dry for two days. You have to lay the unit upside down, as the rotor stem on the underside would make the blades 'sag' while the cement sets.

My attention now turned to the engine. This is a beautifully cast component and basically all I did was paint it, give it a wash of thinned black and then add the wiring (Photo 10). The latter item was made from copper wire, cut to length and fitted into holes drilled in each cylinder head. The bases of these wires were fitted into holes drilled in the crankcase, as in real life there was most likely a shielded loom fitted around the circumference of the crankcase. The collector ring for the exhaust had me confused though, as it is in front of the cylinders. The inlet and exhaust outlets on the Salmson are probably both at the back of each cylinder. All I can therefore assume is that an exhaust pipe leaves the back of the cylinder and curves through to meet the collecting box at the front. The kit engine sort of reproduced this, but I must admit defeat, as I just went with the kit parts without adding any further piping etc (Photo 11). I painted the collector with a combination of Metal Coat Gunmetal,

over which were applied flecks of a rust brown. I could have used the Rustall™ system for this area of the kit, but felt that would look a bit too 'distressed' for a machine that was in use. Then my thoughts turned to the overall colour scheme I was going to apply.

Colour Options

Three options are offered in this kit. The first two are Armée de l'Air machines, while the last one is an Aéronavale example. The first machine (C/No.13) is in an overall Green (FS 34108) scheme and the second is in a camouflage scheme of Medium Blue/Grey (FS 36320), Khaki Green (FS 34151) and Sienna (FS 30117). The final machine is Light Grey (FS 36492) overall.

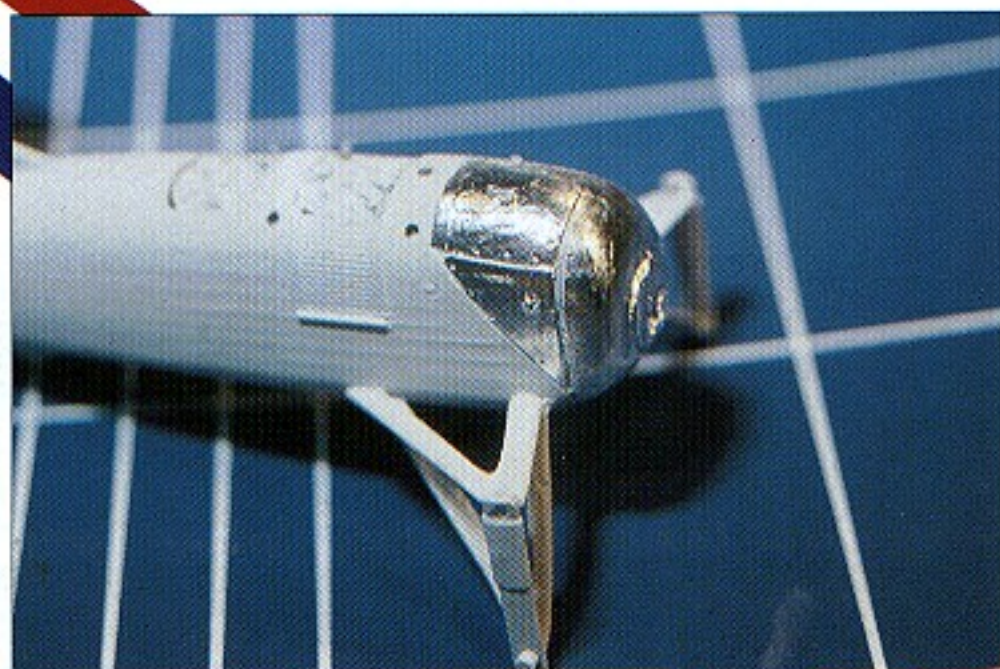
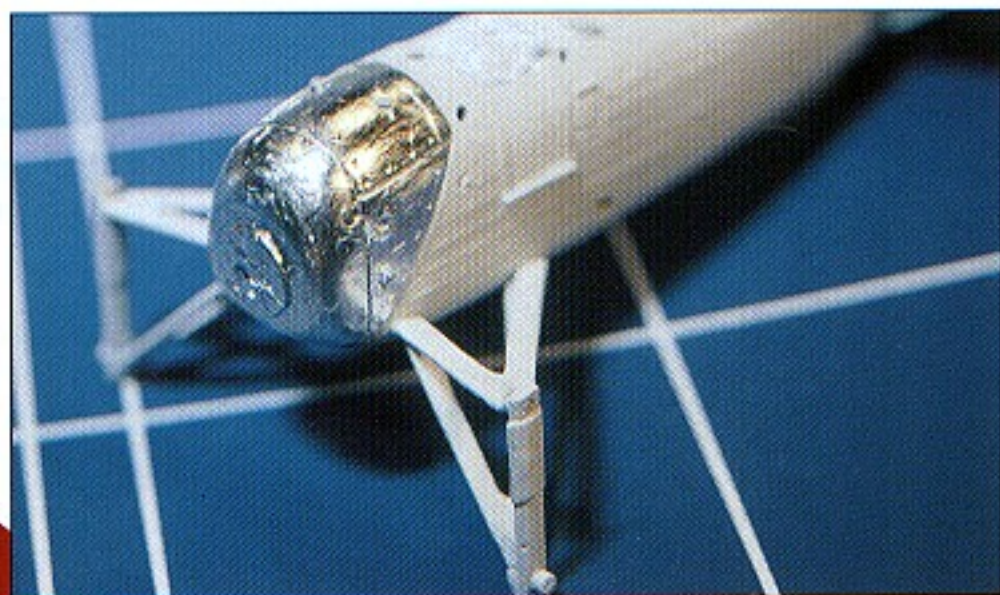
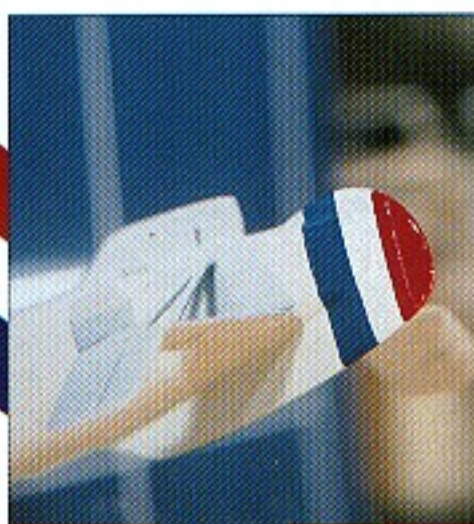
I opted for the final choice, as I like Aéronavale machines, and as I already have a number of camouflaged French machines in my collection, this would make a nice change. I checked through my paint charts and found that no-one offered FS 36492 or an equivalent. I therefore opted for 'near enough' in the form of FS 36495 Grey (Photo 12). This was obtained in the LifeColor range as UA023, and although it is certainly Light Grey, I think it is too light really.

Those of you doing the other options can obtain the necessary colours as follows;

- 1. Green (FS 34108) - LifeColor UA086
- 2. Medium Blue/Grey (FS 36320) - LifeColor UA027
- 3. Khaki Green (FS 34151) - LifeColor UA004
- 4. Sienna (FS 30117) - LifeColor UA082

Once the model was sprayed overall and had dried, I decided to cover the entire nose area with Bare-Metal Foil. Using their Matt Aluminium foil, I covered all the relatively flat





Technical Data

LeO C.30
Scale: 1/48th
Kit No: 4BAR14
Price: £45.00 (265FF)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & White Metal
Parts: Resin 14, Metal 22
Decal Options: 3
Manufacturer: JMGT
Obtain in UK via: Hannants

fuselage length is 19ft 8.5in (6.01m) and it is 11ft 1in (3.38m) high. In 'scale' terms this gives a rotor of 235mm, a length of 125mm and a height of 70.5mm. The model scales out with a rotor diameter of 228mm, a length of 132mm and a height of 71mm. The excess length is my fault, as I should have removed the casting block from the front of the fuselage before adding the engine. The slightly short rotor diameter is probably due to the holes I drilled at the hub to accept each blade; thereby shortening the overall length of each rotor blade.

Final Assembly.

A few of the items I added to the model throughout the assembly included the breather pipe for the fuel tank (made from copper wire), grab handles under the aft fuselage and the support frame that retains the tailplane and tailwheel control lines (Photo 16). The latter item was made from plastic coated cable (e.g. telecommunications cables), with the control lines made from copper wire.

The windscreens have to be made from clear plasticard, cut to the templates included on the instructions. One element missed from these instructions is the padded surrounds to the cockpit apertures. These were made from Milliput, rolled and moulded to shape and then painted dark brown.

Once all the above were completed the rotor mast and blades, plus the engine, exhaust and propeller could be added. The tail wheel yoke and tyre were suitably painted and then glued into a pre-drilled hole. The main wheels had the centres sprayed in the same grey as was applied to the rest of the airframe, then these were masked and the tyres were sprayed Tyre Black (Xtracolor X505). Once they had dried they were secured to the oleos, and then the model was supported in a box, so that the tyres could dry without any weight being placed on them.

side panels first, then attempted the domed nose section. This proved very difficult to do, and with hindsight I think it may have been better if I masked and sprayed with area with a suitable shade of Alclad II. The problem with the foil was that it would not conform well to the complex curved of the cowling, and as a result, creases in the foil were evident (Photos 13 & 14). The other problem with foil is that you can't mask over it, as it will pull off with the masking tape, so Alclad II would probably be a better bet. That said, I was still impressed with the effect I achieved with the metal foil.

The final job was to spray the tri-colour on the tail. I should have done this first, but I forgot, so I had to carefully mask the rest of the model to spray on the white, then blue, then red sections (Photo 15). It would have been much easier if I had done this first, then masked the whole area off before applying the overall scheme!

Decals

The lovely little sheet included in this kit offers all the markings required to make each option. JMGT make lovely decals, and these are no exception. They look quite matt, but they go on a treat and, if applied on a gloss coat, are unlikely to silver.

Decal Rating = 10/10.

Accuracy

Basically the LeO C.30 is a Cierva C.30 with a Salmson engine in place of the A.S. Genet Major. All of the main dimensions are identical, so I based mine on those for the C.30, as I could not find any specifications for the LeO version. The rotor should have a diameter of 37ft (11.28m), while the

Conclusion

A lovely model, and an interesting subject. Being an autogyro it's a subject that fits within both helicopter and aircraft collections, but for me those French colour and markings were the real attraction. At £45.00 here in the UK this is not designed for the average modeller's collection. The product is aimed at, and designed for, the experience modeller only. That said, I would thoroughly recommend it to any of you with the experience and/or the interest in the subject matter. My only problem now is that this model has set me off on an Aéronavale and Armée de l'Air theme, and I will have to get on with my Lioré 210 and LeO 451 now!

My thanks to JMGT for the review sample. UK modellers can obtain examples at the

quoted price via Hannants, all other enquiries worldwide should be made directly to JMGT.

Richard A. Franks

P.S.

If you want to add an Avro Rota to your collection, then all you need to do to this model is remove the 'shutter' doors on either side of the fuselage, rescribe a new hinged access door on the Port side and replace the Salmson engine with an A.S. Genet Major from the Aeroclub range (#E402). This engine comes complete with a Fairey Reed propeller suitable for the C.30. Contact Aeroclub on 0115 967 0044 for price and availability details.

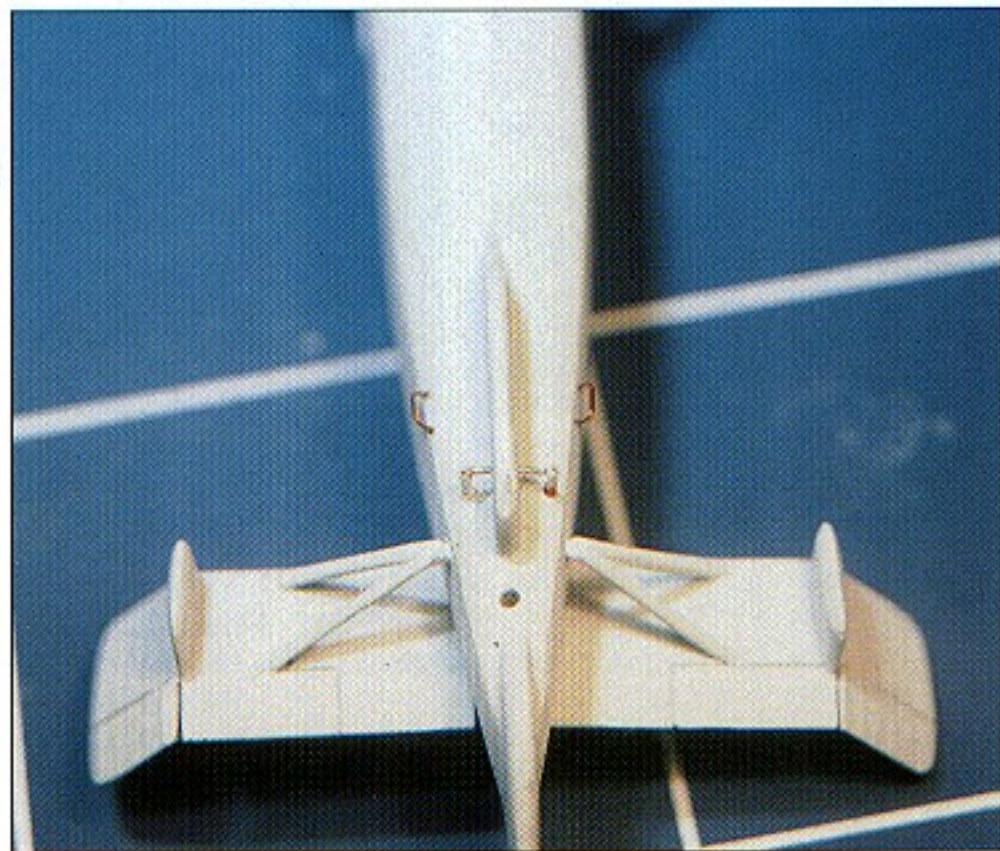
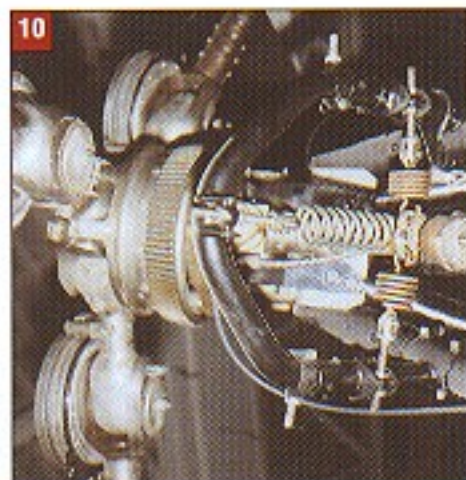
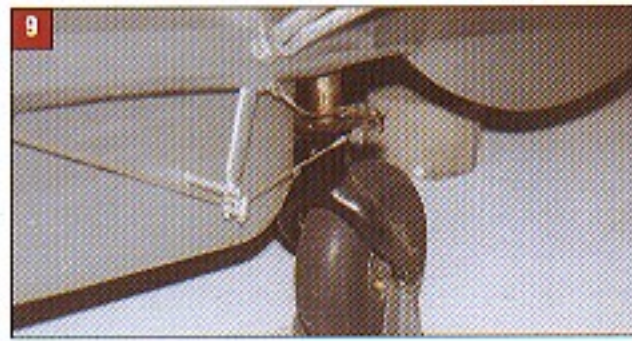
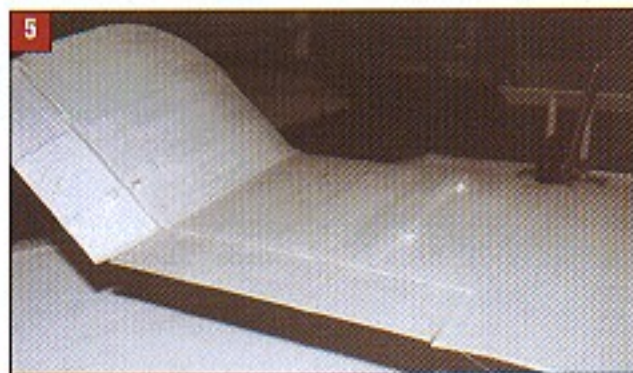
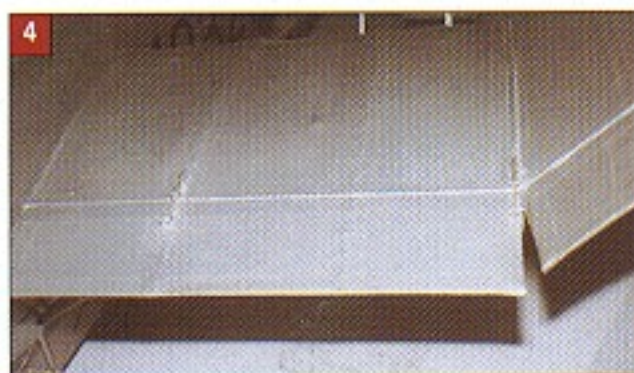
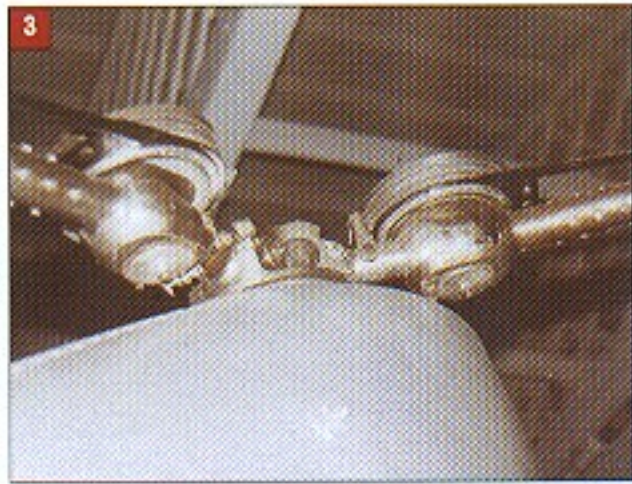
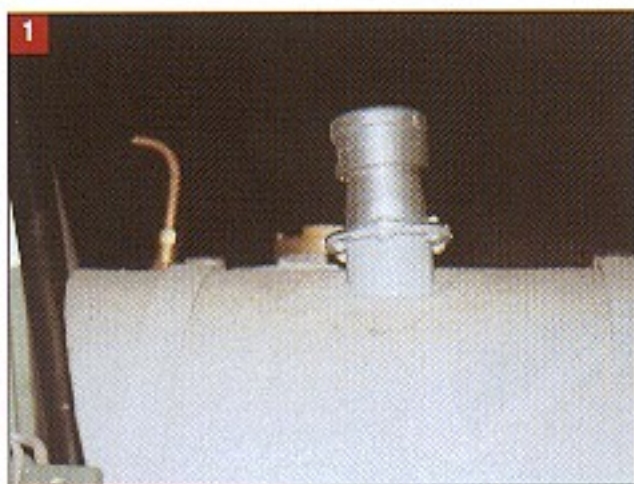


Photo Album: Cierva C.30

by Mark Attrill

The Cierva C.30 is probably the best known Cierva autogyro. It was built under licence by a number of countries, but actually came about due to tests carried out by Avro in the UK. After fitting a Cierva C.19 Mk V with a 100hp (75kW) A.S. Genet Major engine, Avro contracted National Flying Services to build a two-seat version. This machine flew for the first time in April 1933 and was designated the C.30 (Avro Type 671 once Avro had obtained the licence agreement). The 140hp (104kW) Genet Major powered C.30P featured folding rotor blades, and this machine was made under licence by Avro as the C.30A. Twelve of these machines were supplied to the RAF in 1934/5, where they were operated at Old Sarum by the School of Army Co-operation and designated Rota Mk I. A further 66 were built for civil use, with a number going abroad. Many of the UK examples were impressed when war came in 1939, and used in radar calibration work by No. 529 Squadron at RAF Halton.

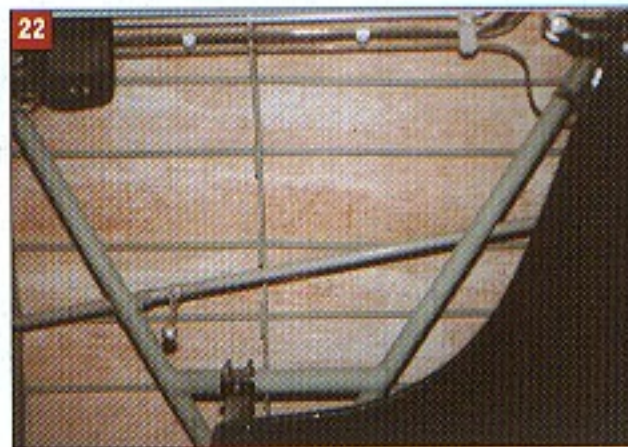
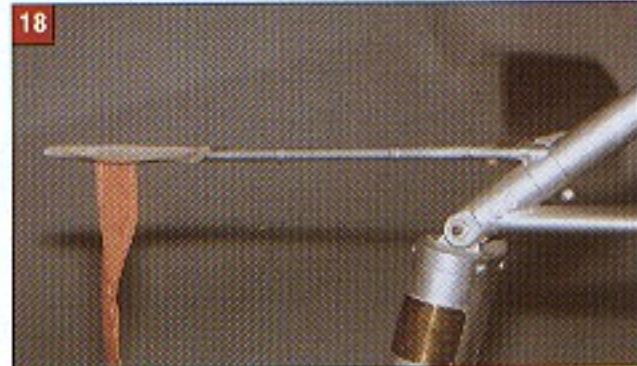
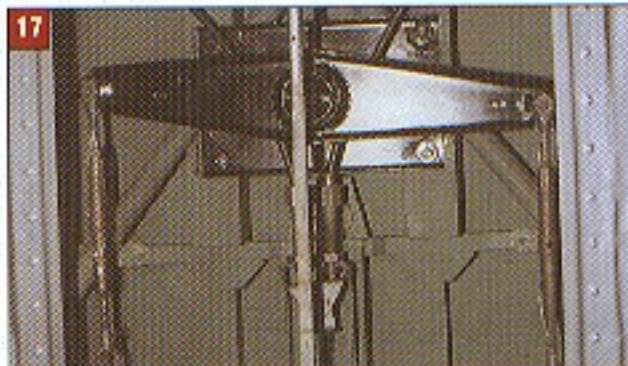
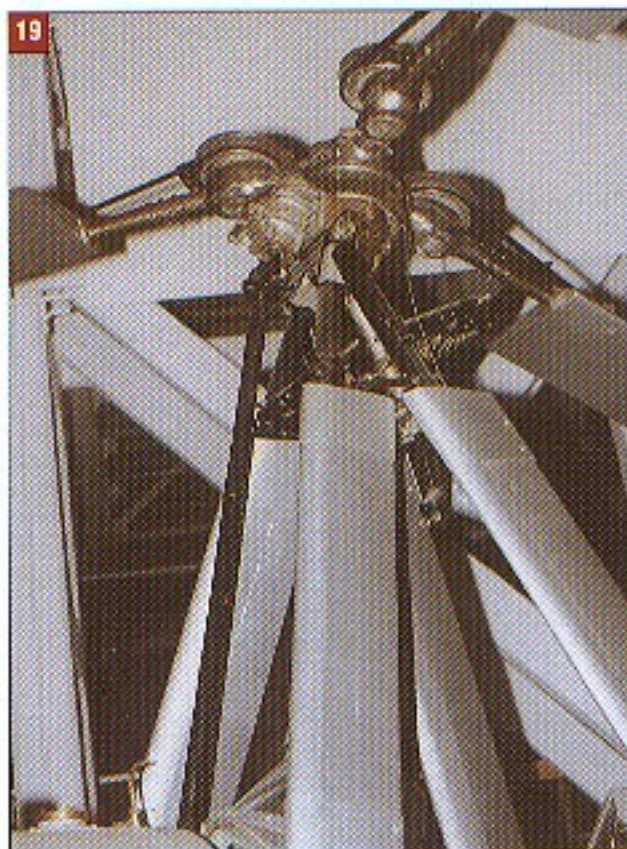
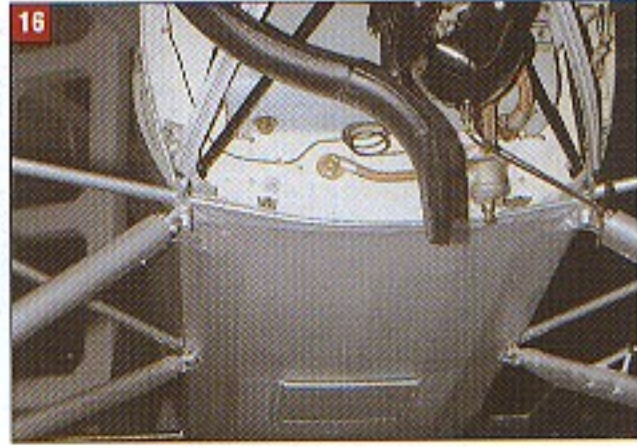
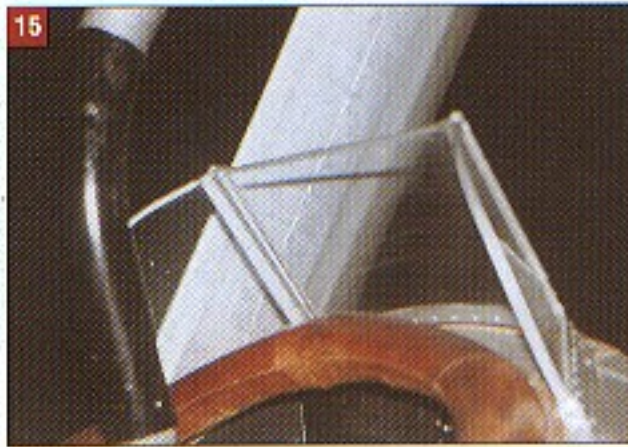
Today many C.30s are preserved, and the example shown here is currently on display at the RAF Museum, Hendon, North London. This machine ended up in Sweden, where it was obtained by the RAFM, who then undertook a lengthy restoration to the full service specifications.



- 1. It may look like a filler cap, but this protrusion on the starboard side of the fuel tank is in fact a contents gauge
- 2. Overall view from the back of the Rota. Note the sag of the main blades and the stance of those undercarriage legs
- 3. Clear view of the rotor head, showing the balance weights etc
- 4. Nice shot from the back of the Starboard tailplane. Note the hinges and the big 'V' cut-out between each section

- 5. Another shot of the tailplane (Port side), showing the complete assembly
- 6. These are the support struts under the tailplane
- 7. Here you can see the tailplane's struts attachment to the fuselage as well as the support frame for the control cables for the tailwheel
- 8. Overall view from the front of the airframe. Note the played out stance of the legs

- 9. Lovely clear shot of the framework that supports the cables associated with the tailwheel
- 10. Not something you usually see, this shot shows what is inside the big aerodynamic cover under the rotor
- 11. Nice clear shot down into the front cockpit
- 12. A clearer shot of the rotor blade articulated joint
- 13. Either side of the rear fuselage, below the leading edge of the tailplane is a grab handle like this



- 14. This is the curved shape of the front cockpit windscreen...
- 15. ... while this is the angular one at the back
- 16. An odd view underneath the fuselage, this nevertheless shows the access panel in the lower floor...
- 17. ... inside which gives access to the rudder pedal linkage as seen here
- 18. Rotas have this pitot head fitted to the top of the oleo leg on the Port side

- 19. With the covers off, here you can see the complex gearing under the rotor
- 20. This is the aft pick-up point of the lower struts on the undercarriage...
- 21. ... while these are the struts at the front
- 22. Inside the fuselage of a Rota, you will find that the red dope applied to the canvas shows through like this

- 23. Viewed through the access door on the Port side, this is the area behind the seat in the front cockpit. Note the padded leather head/back rest on the bulkhead
- 24. Overall view of the instrument panel in the front cockpit
- 25. Overall view of the instrument panel in the rear cockpit
- 26. Here you can see all the pipework that is fitted to the Starboard side of front cockpit.

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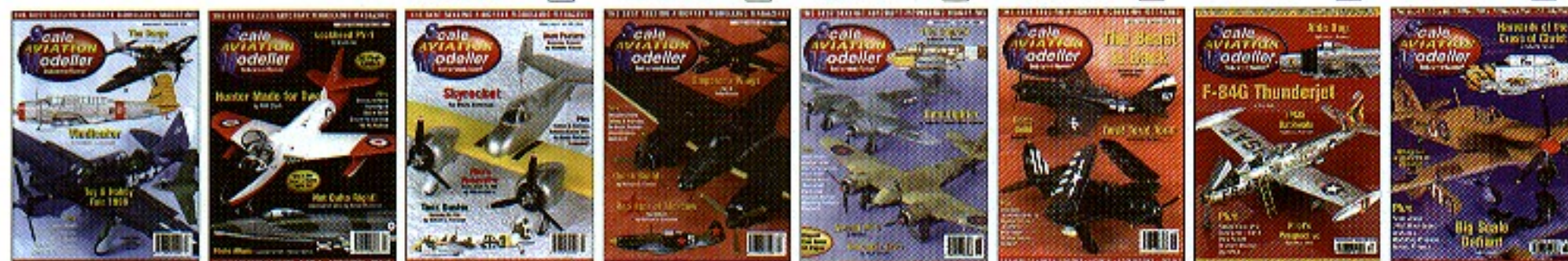
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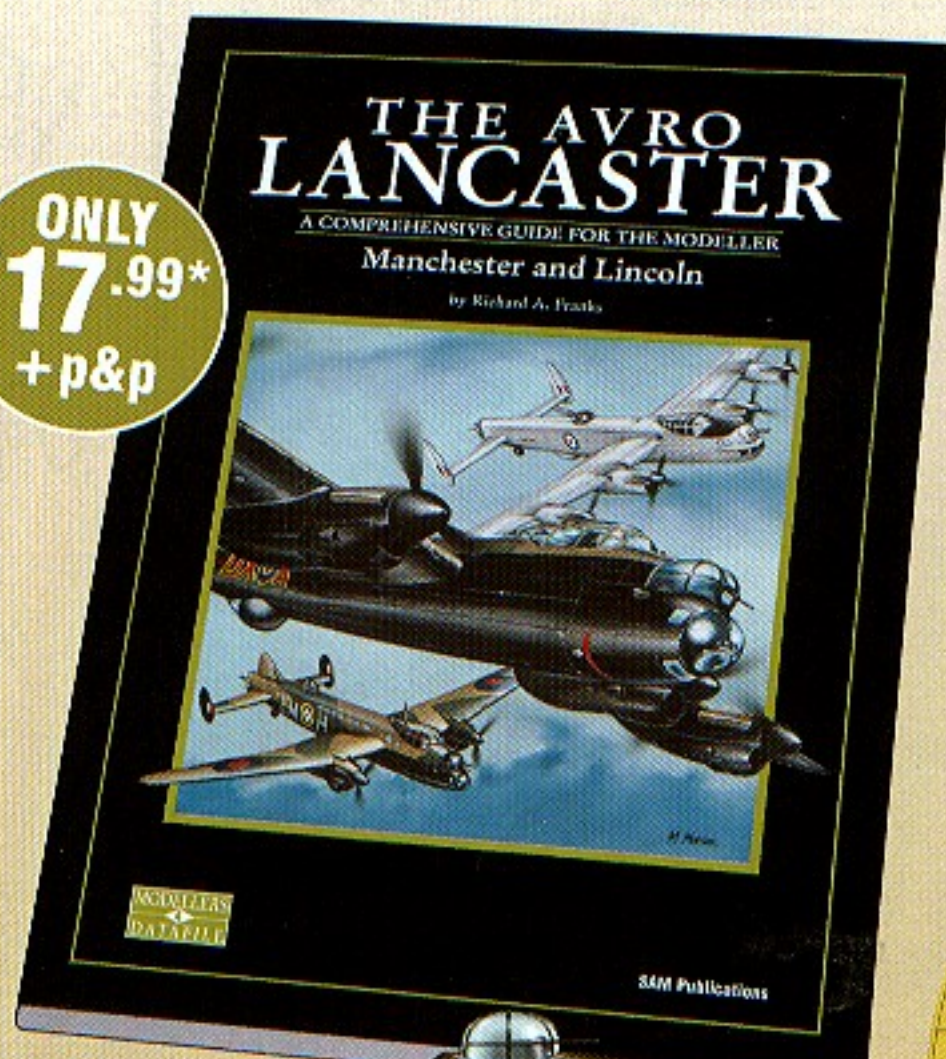
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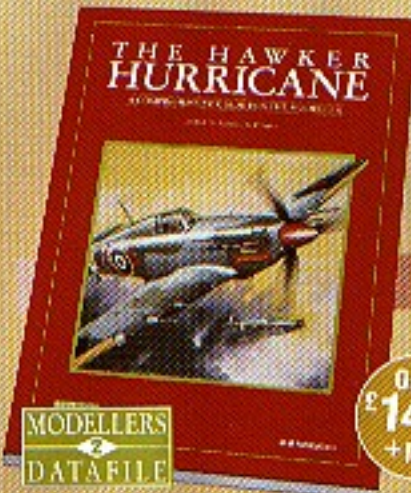
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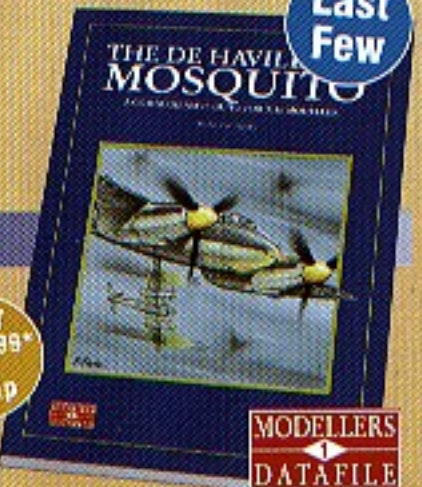
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Part 4. A few techniques for modelling dioramas

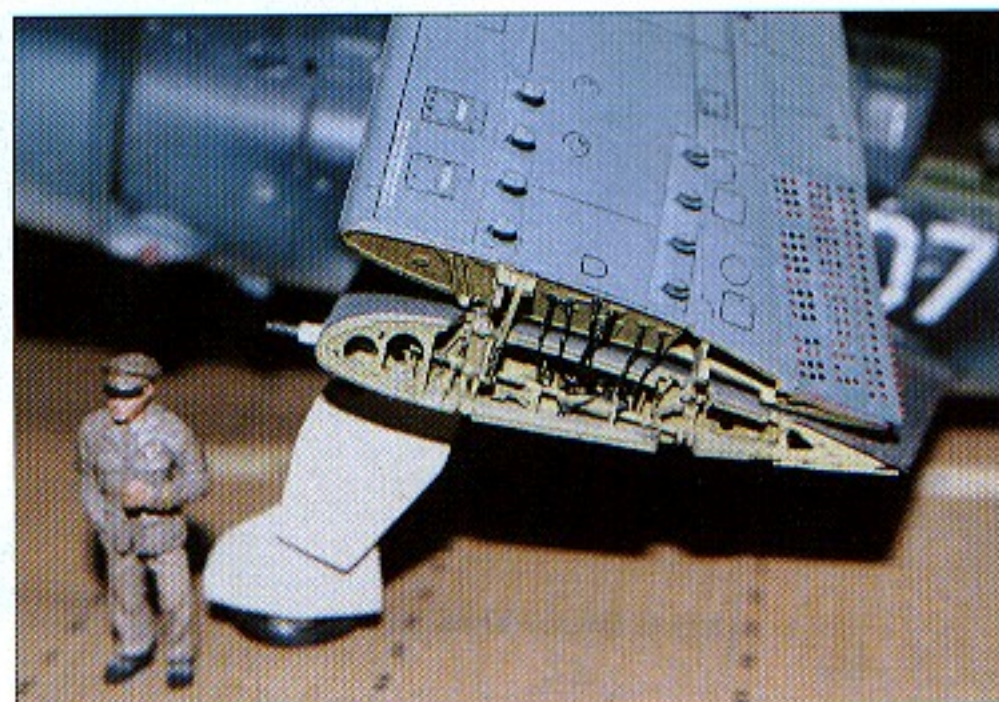
This part of the series will briefly describe some of the techniques in making aircraft models in dioramas. Open access panels can be effective, and how many of these there are is totally up to the modeller, depending on the level of servicing desired. Depending on their size, the required access panels should be removed by either drilling them out (as in fuel caps) or chain drilling (and often these are included as standard in many kits). This involves drilling a series of holes just inside the area to be removed, and carefully cutting between the holes thus removing the panel itself. The resulting hole should then be cleaned up with a sharp scalpel and smooth sandpaper. It is important to remember that the wall thickness of any opened panels should be reduced by carefully scraping away at the inner surface so as to reproduce its scale thickness, after all, aircraft were not made from 1 foot thick aluminium! Any visible interior details should be added and cutaway drawings are invaluable for this.

Numerous figures exist on the market today with many new ones on the way. However kit ones can also be modified for instance by removing an arm or a leg and gluing them into different positions. If unsure of what figures are available for the scene you desire it is always best to visit a good model shop to see the variety there are and as always, references are invaluable. Remember that many techniques used in modelling aircraft can also be used for vehicles and figures.

As far as re-arming is concerned, there are a number of aftermarket re-arming figures and equipment, but little needs to be done to the aircraft unless guns are being loaded. In this case, again there are many accessory sets of this nature, and I am impressed with those from Aires and Hi-Tech, although the instructions in the Aires sets are much more

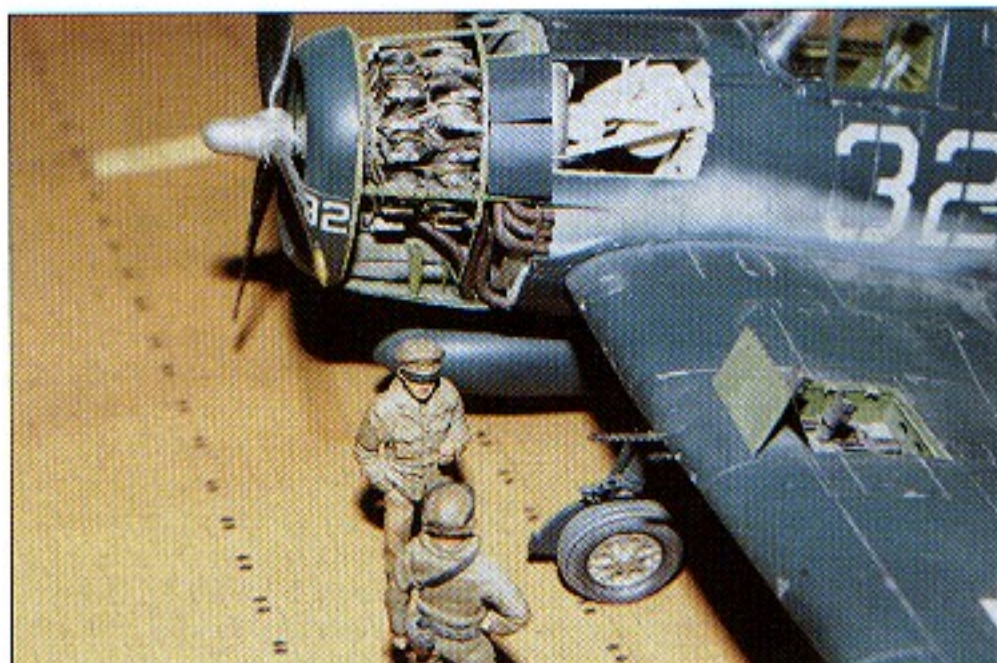
comprehensive. In addition to the more comprehensive sets, many guns and cannon are available on their own. Aires for example, make excellent German guns and you get four for about £1.50, which is excellent value.

For those wishing to make a crash diorama, some visible damage to the aircraft is preferable, and adds to the enjoyment by really exercising the imagination. The golden rule here is to remember that wherever there are bullet or flak holes (which are far more



A US Navy officer beside a SB2C Helldiver

numerous and jagged), or parts missing (such as sections of a wing), and as in access panels, the wall thickness must always be thinned out to scale thickness. Bullet or flak damage to metal takes on a far more jagged appearance than fabric. Always try to remember that a projectile, whether it be a bullet or piece of flak travels in one general direction (although it may be deflected). The implication of this is that the entrance damage (in metal) would



Two US Navy airmen chat next to a F6F Hellcat that is being maintained

probably produce a 'hole in a hollow' effect whereas for exit damage, the metal skin would be broken outward. All that needs to be done to produce bullet and flak damage is to sand the damaged area from the inside until very thin. Then with a sharp scalpel cut the holes. Adding interior detail from paper or plastic strips adds detail and is essential if large internal areas would be visible. It is interesting too that many damaged aircraft were patched up and flown. Painting small patches in a slightly different (new) tone of the camouflage colour can simulate the patches that were used to cover the damage. In essence, any holes or breaks in the airframe are jagged except in fabric where they are smoother and the entrance and exit holes are far less noticeable. Readiness scenes are the easiest to make, as the aircraft is ready for immediate flight. There may be some airfield equipment around such as a starter or chocks but generally, depending on the modeller's wishes, these scenes are quite simple to imagine and make.

Just like crashes, a diorama of an abandoned aircraft is very open to the imagination. Vandalism such as smashed glass and graffiti could be included. Tyres would go flat after a period of time, and these are made by sanding the wheel (or wheels) down until most of the tyre below the hub has gone. By



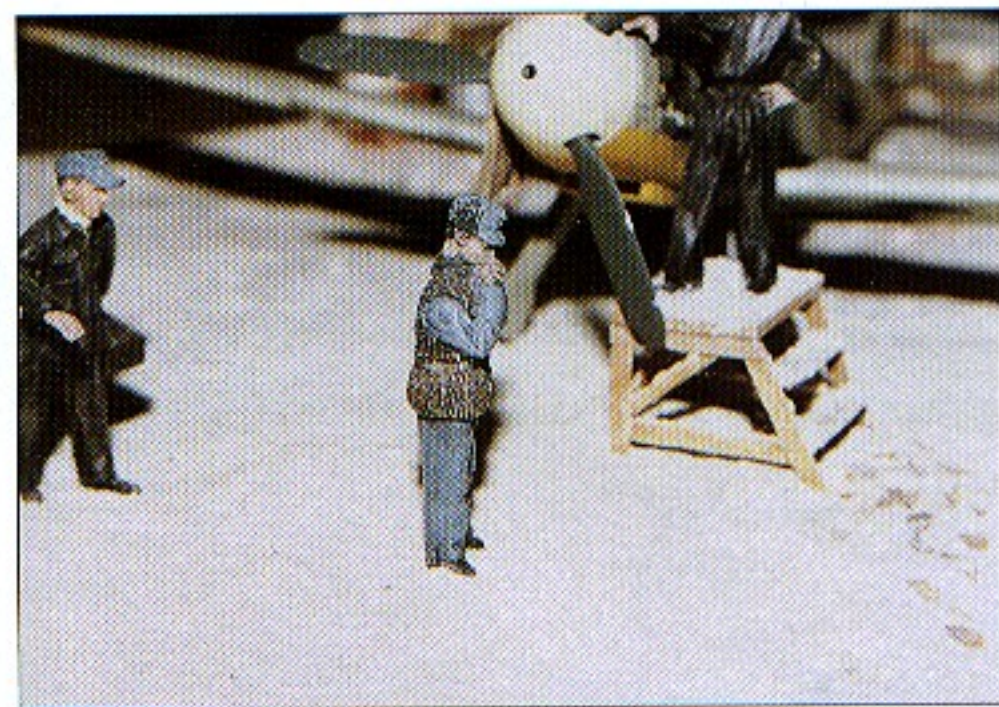
A crate and oil drum

means of Polyfiller or similar, large bulges are added either side and sanded smooth. Holes in fabric would be reproduced in a manner very similar to that of damage to metal but with no jagged edges present, and maybe a 'ripped' effect, remembering that fabric is thin in real life! Various parts of the aircraft could have been cannibalised and removed or disassembled and left beside the airframe, maybe even resulting in an aircraft with a nose-wheel having a nose up attitude with its tail on the ground as in the case of abandoned Me262's! After a while, the aircraft skin can buckle and become loose. This can be replicated by sanding the areas between the airframe ribs and stringers, thus making small recessed areas. If unsure of where these are, just guess because as long as it looks right, that's the main thing.

Finally, it is vital that the aircraft be weathered according to its condition: Abandoned planes will fade significantly, and broken areas and bullet/flak damage would result in paint chipping. Smoke or fire damage may be apparent and in the case of large WW2 American bombers (for example) any damaged engines would be shut down and the propeller would be feathered. This is done by cutting off the blades and gluing them so that they are horizontal when viewed from the side (or for the more technical readers, no angle of attack to the airflow). Also, if fire extinguishers were used in the engine nacelle, white streaks (of foam) would streak back over the wing.

The next part of this series will discuss some accessories that can be used in making dioramas.

by Nicholas J. Wigman



A German mechanic works his hands somewhere on the Russian front

Army Aviation in Vietnam

by Ralph B. Young

Price: STBA
ISBN: 0-9671980-2-X
Publisher: The Huey Company Inc.
Format: 21cmx28cm, 164 page, laminated card cover

This is the second part of this publisher's work on Army Aviation in Vietnam and it covers the 1963 to 1966 period.

The narrative is broken down into chapters that deal with specific elements that relate to the whole story of the Vietnam War. The first chapter deals with

the Republic of Vietnam from 1963 to mid-1966. This sets the scene and is followed by a look at Army aviation in the area in the same period. The third chapter takes a chronological look at Army aviation throughout that period and this is followed by a chapter dealing with camouflage and markings of Army aircraft. Chapter five lists all the Army aviation units in the area throughout the 1963-1966 period. The final sections of the title list US Army aircraft designations and names and the book is finished with some 'bawdy ballads' from the 117th and a selected bibliography.

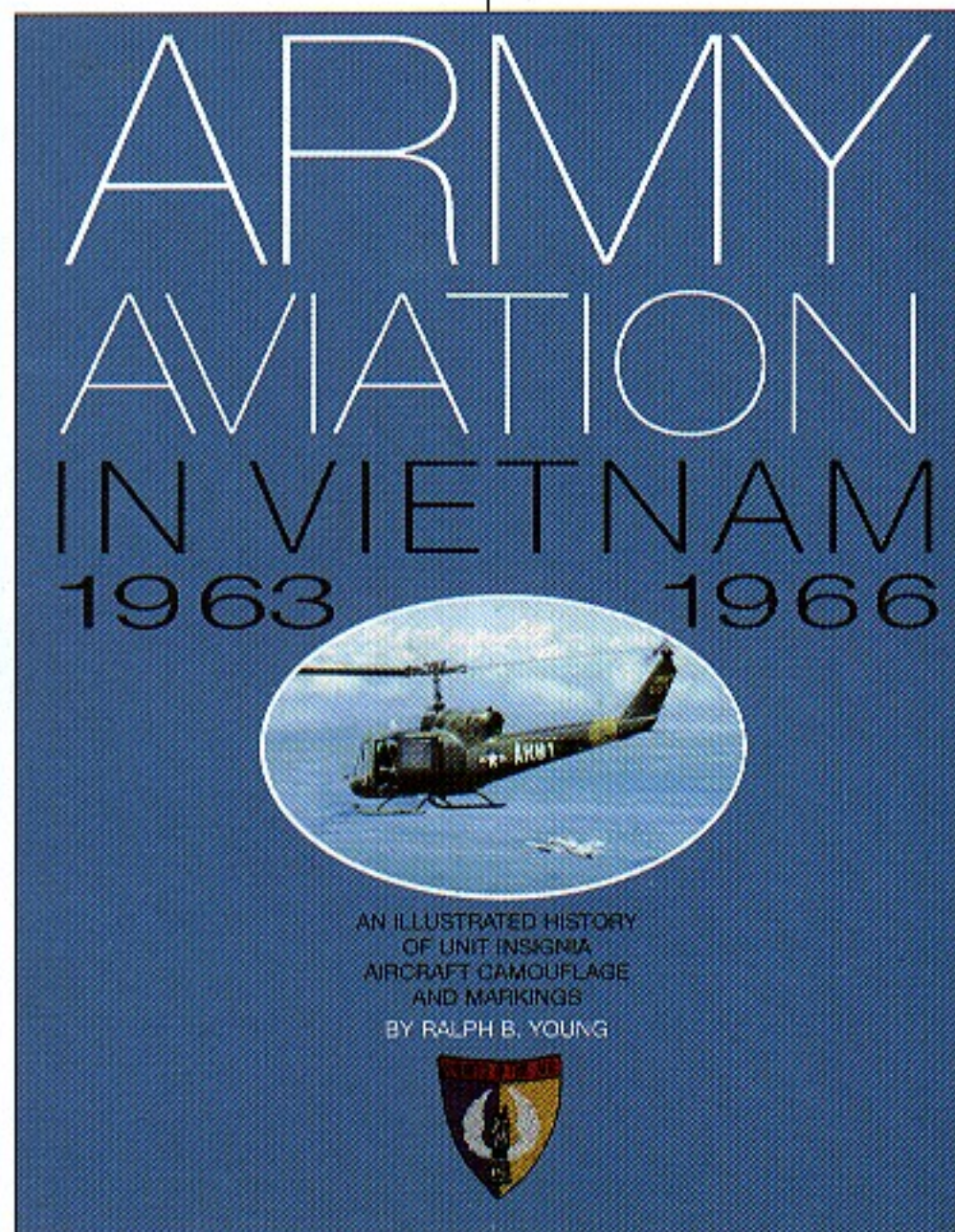
Throughout this title you will find accounts of each operation backed up with colour and B&W period photos. Photos of unit badges are also included and modern colour side profiles have been created to illustrate the camouflage and markings applied to the machines.

For the aviation enthusiast this title offers a wealth of information on US Army aviation during this period, while for the modeller it shows so many machines, as well as detail photos of

airframes being serviced coupled with details of flight crew uniforms and equipment, that it is a real must. If you have Part 1 (See Vol 5 Iss 10 Page 780), then you need to obtain this one as well, as it is one of the most comprehensive titles ever created on this subject.

Our thanks to The Huey Company Inc. for the review sample.

Book of the Month



AH-64A in Hellenic Army Service

by Robert Peczkowski

Price: STBA
ISBN: N/K
Publisher: Periscopio Publications.
Format: A4, 66 page, laminated card cover

This Greek publisher is better known for their modelling magazine, but they have released a couple of special books and their latest one deals with the AH-64A in Hellenic Army service.

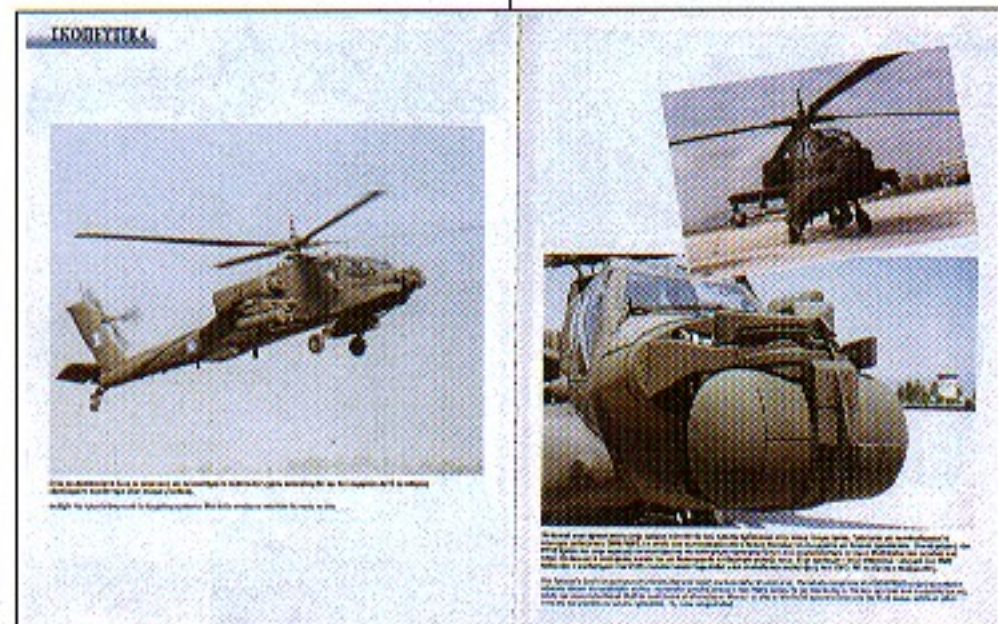
Inside you will find 20 pages of Greek text that covers the operational deployment of the AH-64A. The rest of the title is made up of a huge selection of close-up colour photos of the airframe. The aircrew are not forgotten either, as there is a section dealing with crew clothing as well.

Although the usefulness of the text is restricted, the depth of information offered

in all those clear colour photos will be of great use to all modellers. The fact that

these photos have both Greek and English captions is a nice touch.

Our thanks to Periscopio Publications for the review sample.

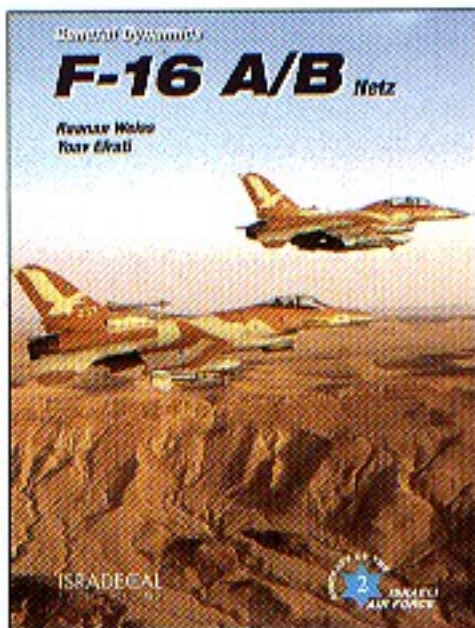


General Dynamics F-16A/B Netz

by R. Weiss and Y. Efrati

Price: £15.95
ISBN: N/A
Publisher: Isradecal Publications.
Format: A4, 50 page, laminated card cover

This new title from Isradecal is the second in the 'Aircraft of the Israeli Air Force' series. Inside are a wealth of colour and B&W photos of F-16s in IAF service. This is coupled with comprehensive captions and text, all of which are in English. Each of the F-16s illustrated in this title is either shown in period B&W/colour photos or as a colour side profile, and some are offered as both. The artwork is excellent and most of the colour photos are nice in-flight shots. All photo captions are comprehensive, with details of weapons fit etc. The final pages include colour images of each unit badge, along with a list of available kits and decals.



A three-view set of profiles on the back page clearly list all the FS references for all the colours applied to IAF F-16s.



A real 'must' for all IAF fans. Our thanks to Isradecal Publications for the review sample.

Focke Wulf Fw 190A/F 'Walk Around'

by M. Laing and E. Brown Ryle

Price: £12.99
ISBN: 0-89747-414-7
Publisher: Squadron Signal Publications.
Format: 21cmx28cm, 80 page, laminated card cover

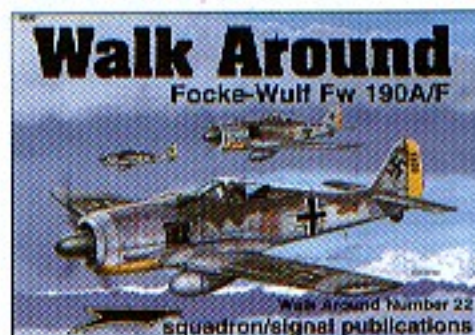
This is the latest in the 'Walk Around' series and its format and contents are similar to all other titles within this series. Inside, the 80 pages offer a 50/50 split of colour and B&W photos in and around preserved Fw 190A to F series airframes. These include the A-6/R8 in South Africa, the A-8 at the Texas Air

Museum, NASM's F-8 and the F-8/U1 of the RAFM.

This is a title which will appeal to all Luftwaffe fans, and rightly so. If you are into

Luftwaffe subjects you will want to add this one to your library.

Our thanks to Squadron-Signal Publications for the review sample.



Messerschmitt Bf 109G

by Robert Peczkowski

Price: £10.50 (inc UK P&P)
ISBN: 83-88006-84-3
Publisher: Mushroom Model Publications.
Format: 17cmx24cm, 80 page, laminated card cover

This is the second title in the Mushroom Model Magazine Special series, and, unlike

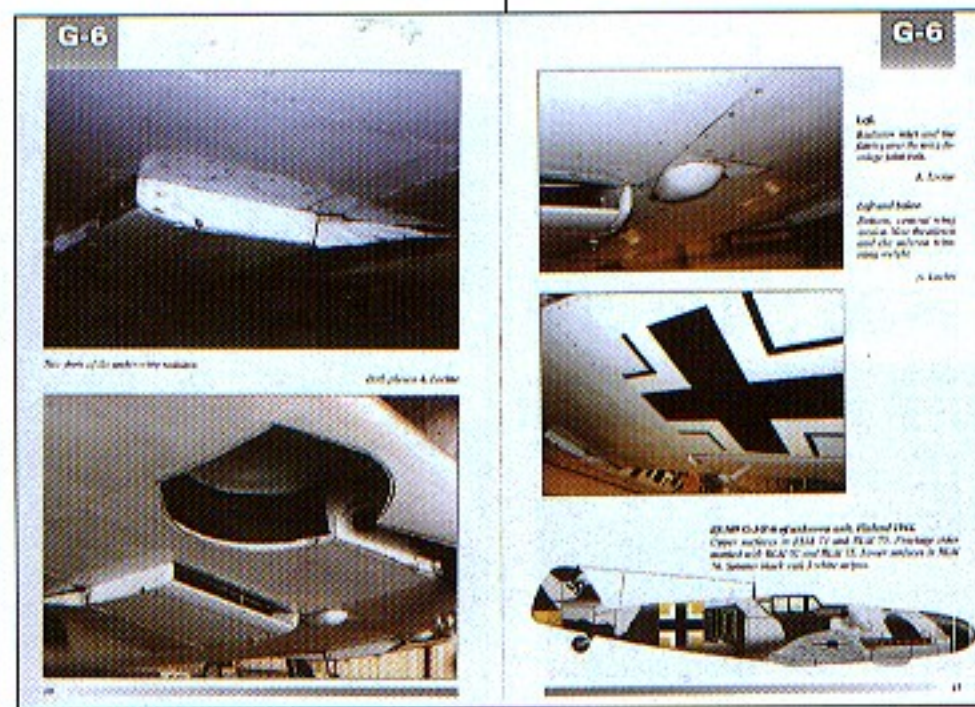
the first title, it has reverted to a laminated card cover.

Of the 80 pages of contents, approximately 50% are in colour, while the rest are B&W. The text is limited to pointing out changes between each variant and this is all illustrated with colour photos of preserved examples coupled with period

B&W photos and manual illustrations. A small selection of colour side profiles is given to illustrate the schemes applied to the G series throughout its life.

This is certainly a title to interest all Luftwaffe modellers.

Our thanks to Mushroom Model Publications for the review sample.



Osprey

The latest additions to the 'Combat Aircraft' series deal with Sunderland Squadrons of World War 2 (19) and TBD Devastator Units of the US Navy (20). The former is by Jon Lake, while the latter is by Barrett Tillman. Each title is in the standard 185mmx245mm format, although the former has 112 pages, while the latter is the 'standard' 96 page version. The bigger page count does mean an increased price for the Sunderland title, so it is £12.99 (\$19.95), while the Devastator title is £11.99 (\$17.95).

Also available is the latest in their 'Aviation Pioneers' series, and this covers the Lockheed Skunk Works. Written by Paul Crickmore, this title deals with the U-2, SR-71 and F-117 and is in a 112 page format. The price is £10.99 (\$16.95).

AD Graphics

The third part in the 'Mirage to Kfir' series is now available from AD. This A4 format title offers 48 pages and a laminated card cover. Inside are a mix of colour and B&W photos that cover the Kfir Canard, C2, C7, TC-2 and Kfir 2000 variants.

This title is L44.000 and dealers enquiries are welcome directly to the publisher.



Airlife

Two new titles have just been produced by Airlife, both of which deal with civil airlines. The first is the tenth title in the 'Airlife's Airlines' series and it deals with the Airbus A310. Written by Günter Endres, this 210mmx295mm format title offers 128 pages and a laminated card cover. Inside are chapters dealing with the technical elements of the design, as well as its introduction into service and the various airlines who operate it. All of these are well illustrated with colour and B&W

photos and this makes it ideal for all airliner modellers.

The other title is 'Heavies - Big Jets in Action' and it is written by Lance Cole. This 230x270mm title has 112 pages and a laminated card cover. Inside are a wealth of large colour photos covering such types as the Boeing 747, Airbus A330/340 and the 777, 767. For the modeller these big, clear photos will offer a lot of information, as well as inspiring you to add yet more colour schemes to your collection!

Squadron-Signal Publications

Two new titles have just been released by this publisher. The first is in the 'Detail and Scale' series and it deals with the PBX Catalina. This 215mmx280mm format title is written by Bert Kinsey and its contents are in a similar style to all previous titles within this series. Of the 80 pages, sixteen are in colour, and of these two are colour side profiles.

The other title is 'Air War over Korea' by Jim Mesko. This 215mmx280mm title has 64 pages and a laminated card cover. Inside are a wealth of period B&W photos coupled with a concise narrative. There are also a number of colour pages offering a wide selection of colour side profiles of aircraft from both sides during this conflict.



La Bancarella Aeronautica
The most recent addition to the 'Mini Ali D'Italia' series is now available. This A4 format title deals with the Avia FL3 and

offers 24 pages plus a laminated card cover. The text is offered in both Italian and English, and this is backed-up with lots of period B&W and colour photos, plus illustrations from the type manual. Colour side profiles are also included along with some actual colour chips.

Harper Collins

Many of you will have seen mention of the special 50th anniversary title all about Airfix that this publisher has produced. This 225mmx280mm format title offers 192 pages with a hardback cover with separate full-colour dustjacket. Written by Arthur Ward, the title takes a very interesting look at the past fifty years of this manufacturer's activities. For many it will be a 'trip down memory lane', but for others I am sure it will rekindle an interest in the hobby, which has to be good. At £19.99 it is a title all modellers should have in their collection, as it is one of those titles you will just keep reading and re-reading.



Eagle Editions

This manufacturer is better known for their excellent decals and artwork, but they have just released a book entitled 'Eagles Illustrated - Fighters of World War II'. Written by, and featuring the stunning artwork of, Tomas A. Tullis, this 40 page 280mmx215mm title has a laminated card cover and is colour throughout. Alternate pages feature two colour side profiles of aircraft, opposite which are detailed captions. This is a beautiful collection of some excellent artwork and one that I am sure will appeal to many of you.



Albatros Productions

The latest subject in the 'Windsock Datafile' series is the Felixstowe F2A. Written by J.M. Bruce, this 40 page title has a laminated card cover and is B&W throughout. Inside is the usual mix of clear period B&W photos coupled with a comprehensive narrative. Both 1/72nd and 1/48th scale plans are included in the centre of this title, and, as always, sections dealing with camouflage and markings, as well as available kits of the type are also included. This title is available for £8.95 (+P&P) directly from the publisher.



Kaburaya Books

This may be a new name to many, but the man behind it will be familiar to Scale Aviation Modeller International readers, as this is the work of Peter Fears. The first in his 'Modellers Guide' series deals with the Kawanishi N1K2-J Shinden Kai 'George'. Inside you get a good narrative dealing with all versions and production batches of the Shinden Kai coupled with computer generated illustrations and photos in and around preserved examples. Currently this title is only available directly from the publisher.



Correction

Luftwaffe Colours Pt. 4

The review of this title on page 739 (Vol 6 Iss 9) inadvertently had the data panel for the No. 73 Squadron titles that appeared on page 741. The details should have been as follows.

Luftwaffe Colours Pt. 4 - 'Attack in the West - May 1940'

by Eric Mombbeck with J. Richard Smith & Eddie J. Creek

Price: £TBA

ISBN: 0-9526-867-83

Publisher: Classic Publications

Format: 23cmx30cm, 96 page, laminated card cover

Note also that my term the 'fourth and final part of the Jagdwaffe colour guides' is a bit misleading, as this is the fourth and final part of part one! Classic will continue with a series on the Battle of Britain, followed by those on Operation Barbarossa, North Africa etc. Sorry if this misled anyone into thinking this was the last from Classic.

McDonnell Douglas A-4 Skyhawk

by Brad Elward

Price: £29.95

ISBN: 1-86126-340-6

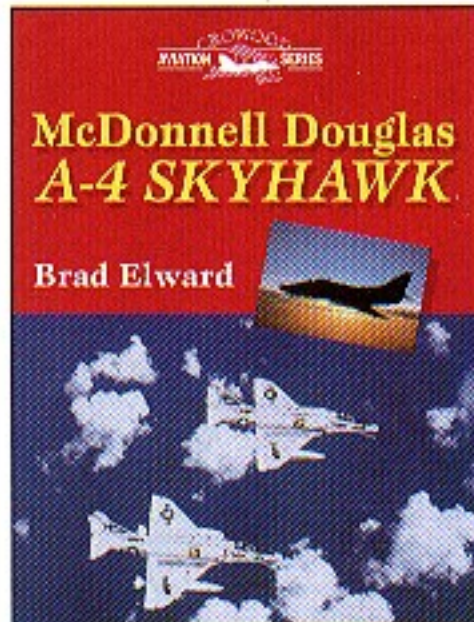
Publisher: The Crowood Press

Format: 21cmx28cm, 200 page, hardback cover with separate full-colour dustjacket

This is yet another recent addition to the 'Crowood Aviation Series' and its format and style is similar to the F-86 title reviewed elsewhere.

Inside, the chapters deal with specific stages in the development and operational use of the A-4. As with the F-86 title, all of these chapters are well illustrated with period B&W photos. The first chapter deals with the development of the A-4

design and covers all the research and evolution that the design underwent from the initial drawings to first flight. Chapter two deals with the production of the A-4, and covers the A4D-1/A-4A, AD4-2/A-4B, A4D-3, A4D-2N/A-4C, A4D-4, A4D-5/A-4E, A4D-6, A-4F, A-4L and A-4M. This chapter also deals with the use of the A-4 by the 'Top Gun' schools and the Blue Angels display team. Next up is a chapter dealing with the two-seat versions and it covers the TA-4E/TA-4F, TA-4J, OA-4M and EA-4F, as well as the special squadrons that were formed to use these training versions. During this chapter you will come across the eight-page colour section in the middle of the book. The



next chapter deals with the A-4 at war and covers in great depth the use of the Skyhawk in Vietnam. Chapter five deals with foreign operators of the Skyhawk, and includes details on the rare dual-seat TA-4SU operated by the Republic of Singapore Air Force. The final sections of this title include a list of significant Skyhawk milestones, A-4 specifications, a production history and a list of US Navy and US Marine Corps squadrons that have operated the type.

Another great title from Crowood, this one can be recommended to all Skyhawk fans.

Our thanks to The Crowood Press for the review sample.

North American F-86 Sabre

by Duncan Curtis

Price: £29.95

ISBN: 1-86126-358-9

Publisher: The Crowood Press

Format: 21cmx28cm, 200 page, hardback cover with separate full-colour dustjacket

This is one of the latest titles in the 'Crowood Aviation Series' and it is offered in the same format and style as all the previous titles in this series.

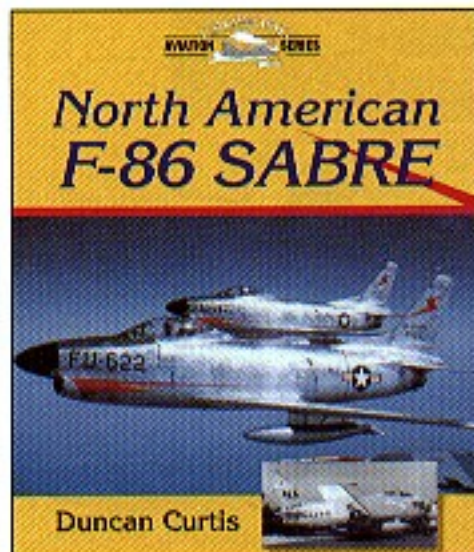
Each chapter deals with a specific variant during the type's development or operational use and they are well illustrated with period B&W photos. The first chapter deals with the XP-86 to F-86A series. This is followed by a

chapter dealing with the 'heavyweights' in the form of the YF-93A, YF/F-86D and F-86L. Chapter three deals with the day fighter variants (F-86E and F), and of course includes details of the types use in Korea, as well as the TF-86F and the F-86's use as a test vehicle. The F-86H is dealt with next, and this is the stage at which you meet the eight-page colour section in the middle of the book. Development and export of the F-86 series is covered in chapter five; including the Mitsubishi F-86F-40, F-86K and Canadair Sabres. Chapter six looks at the development of the type for Naval

operations, where it became the FJ-1, 2, 3 & 4 Fury. The final chapter, seven, is the longest, as it deals with the large number of foreign operators of the F-86.

This is another very good title from Crowood and one that can be recommended to all American jet fans. If you have any, or all, of the other titles in the series, you will certainly want to add this one to the collection.

Our thanks to The Crowood Press for the review sample.



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• Crecy	• Warpaint
• Crowood Aviation	• Warbird Tech
• Detail & Scale	• Windsock
• Greenhill	• Wings of Fame
• Grubstreet	• World Airpower Journal
• Ian Allan	

Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

- **IPMS (UK) WEB** site at <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk
- **AAM/IPMS PORTUGAL**. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.
- **THE ABERDEEN MODELLERS SOCIETY**. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.
- **ABINGDON IPMS**. For information contact Tony Clements on 01235 522893.
- **AERO SPACE & VEHICLE** Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.
- **IPMS Avon**. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).
- **AVRO LANCASHIRE IPMS**. Contact Ian. D. Southwood on 01706 224 798 from mailto:ianD@KSouthwood.freemove.co.uk
- **BIRMINGHAM IPMS**. For more details call 0121 550 0515.
- **BAY MODELLERS CLUB**, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

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- **BANBURY SCALE MODEL CLUB**. Contact Reg Gray on 01295 264875.
- **BARNET IPMS**. Contact Pete Stern (Secretary) on 020 8449 7854.
- **UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM** meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.
- **IPMS BOLTON** For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.
- **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.
- **IPMS (CANADA) LONDON**. Contact Kerry Traynor on 1-519-453-4818.
- **CHELMSFORD MODEL CLUB**. First meeting to be held on the 31st August 2000 at the Methodist Church Hall, Hall Street, Chelmsford, Essex. For more information contact A.G. Surridge (Secretary), 50 Victoria Crescent, Chelmsford, Essex. CM1 1QF. Tel: 01245 345204 (evenings) or Email: anthony.surridge@lineone.net.
- **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca
- **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.
- **IPMS CLEVELAND**. Contact Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.
- **COVENTRY AND WARWICKS IPMS**. Contact Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.
- **CORNISH SCALE MODELLER'S SOCIETY**. For more details contact Tim Rowley (Secretary), 45 Bodriggy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthebean Rd, Newquay TR7 3JE (Tel: 01637 874545).
- **DERBY CITY MODEL CLUB**. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.
- **IPMS DERBY & DISTRICT**. New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY
- **IPMS-Deutschland e.V.** Contact: Günther Lindow, Bergengrabenstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.
- **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.
- **EAST MIDLANDS MODEL CLUB**. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).
- **EAST NEUK MODELLING CLUB** For more information contact Brian on 01334 655131 or Dave on 01334 652439.
- **IPMS ESSEX/HARLOW**. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.
- **ESSEX SCALE MODEL SOCIETY** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.
- **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61 + 3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.
- **"FAMAS" (PRONOUNCED "FAMOUS")** journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.
- **IPMS FENLAND/SPALDING MODEL GROUP**. Contact Mr B. Pickering 01775 710465.
- **GLASGOW IPMS**. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.
- **GLOUCESTER IPMS**. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.
- **GRANTHAM MODEL CLUB**. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.
- **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.
- **GUERNSEY PLASTIC MODELLERS GROUP**. Contact Dave Nash, 7 Pierre Percees Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.
- **THE HARROW MODELLING SOCIETY**. Contact Roger on 020 89976051 for more details.

- **HOBBY DEPOT MODELER CLUB**. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.
- **IPMS HORNCHURCH**. New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.
- **ISCA SCALE PLASTIC MODEL CLUB** - East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.
- **IPMS KENT**. For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.
- **IPMS KINGSTON (CANADA)**. Contact Tony on 389 4878.
- **IPMS PROVINCES OF FRANCE**. The URL for IPMS Provinces of France changed to <http://www.multimania.com/vipmspdf/index.htm>
- **IPMS SOUTH AFRICA**. For further details contact Colin Burgess on 011 482 3549 or Email albertm@global.co.za or visit or Web site at www.kimberley.co.za/ipmsa.
- **IPMS SOUTH EAST LONDON** please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.
- **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.
- **IPMS TORONTO (CANADA)**. Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.
- **IPMS UK Fleet Air Arm Special Interest Group**. For more details contact Steve Hubbard on 020 8514 3840.
- **IPMS YU-VOJVODINA** (Yugoslavia). Contact Nenad Mikisev, Bulevar Veljka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu
- **Junior Model Club**, Midland Air Museum, Baginton, Coventry. For more information contact Dianne James. Tel: 024 76301033
- **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.
- **KAIMAI BRANCH IPMS (NZ)**. Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517
- **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.
- **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.
- **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.
- **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).
- **MILDENHALL PLASTIC MODEL CLUB**. For information contact Peter on 01638 742354.
- **MILTON KEYNES MODEL CLUB**. Contact Phil Smith on 01908 505988.
- **NORFOLK SCALE AIRCRAFT MODEL GROUP**. For information call John Turner on 01603 890595.
- **NORTH ESSEX MODELLERS**. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.
- **NORTH SOMERSET MODELLERS SOCIETY**. For more information ring Fred Tooke on (01934) 416798.
- **NORTH STAFFS MODEL CLUB**. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.
- **NORWICH SCALE MODEL GROUP**. For more information please contact John Turner on 01603 890595.
- **NOTTINGHAM AND DISTRICT IPMS**. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799
- **GREATER PETERBOROUGH MODEL CLUB**. For details ring Jim Sylvester on 01733 571728.
- **THE PENNETT MODEL MAKERS SOCIETY**. For more details contact John Boucker on 01384 834437.
- **PLYMOUTH SCALE MODEL ASSOCIATION**. Contact Roger Haskell on 01752 267527 after 6pm.
- **PMC KOELN E.V.**, Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email:

nc-winkler@netcologne.de

- **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.
 - **POOLE VIKINGS MODEL CLUB** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.
 - **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB**. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856
 - **SALISBURY IPMS**. Please contact: Peter James, "Lithford", 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.
 - **SHROPSHIRE SCALE MODELLERS** (IPMS Telford). Contact Gary Stevens, 8 Whittemere Road, Shrewsbury. SY1 3BT.
 - **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031 to 01702 467230
 - **SOUTH LONDON SCALE MODEL CLUB**. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.
 - **ST. EDMUNDSBURG SCALE MODELLERS**. Contact Rod Jones (Secretary) on 01284 - 766104.
 - **STAFFORD IPMS MODEL CLUB**. For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadincote, Derbyshire. DE12. Tel: 01283 713602.
 - **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.
 - **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.
 - **SUSSEX MODEL GROUP**. For information please contact 01403 782638.
 - **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**. For more information contact Robert Day, 'Ashgrove', Diddley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.
 - **TAYSIDE MODELLING SOCIETY**. Details from Keith Hard, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).
 - **THURROCK SCALE MODEL CLUB**. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.
 - **WALLINGFORD (IPMS)**. For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
 - **WALLINGTON (IPMS)**. Contact Steve Lovelock on 01235 817948 or George Clark on 01491 201902.
 - **WARRINGTON (IPMS)**. For details contact Dave Foxall on 01925 825619.
 - **WATFORD SCALE MODEL CLUB**. For more information call Nigel Foster on 01582 667210.
 - **WEST MIDDLESEX IPMS**. Contact Les Clancy on 01784 465191 or Tony Horton on 020 8384 3840 for details.
 - **YORK & DISTRICT PLASTIC MODELS SOCIETY**. Contact Chris on 01430 873408 or Joel on 01904 766895.
- Special Interest Groups (SIGs)**
- **The IPMS Racing & Record Aircraft SIG**. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.
 - **WORLD WAR ONE SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wings/wiresig.htm>
 - **WINGS 'N' WIRES**. IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.
 - **SIGMA A NEW SIG** for all those interested in Portuguese Military Aviation. Contact: R.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt
 - **YU AVIATION SIG**. Please note that this group's Email address has changed from modelart@ptt.yu to yasig@eunet.yu. The group also has a new postal address: Nenad Mikusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.
 - **YUGOSLAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>
 - **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **September 30th & October 1st.** Le Maquettes Club Des Mauges. 'Mauges Expo 2000'. Contact Le Maquettes Club Des Mauges, Centre Social du Verger, 7, rue du Bois Rénier, 49300 Cholet, France.
- **October 1st.** IPMS Wallingford Model Show at Chosey School. Contact George Clark (01491) 201902 or Steve Lovelock (01235) 817948.
- **October 1st.** Mega-city Model Motor Madness, Scarborough Village Recreation centre, 3600 Kingston Road, Toronto, Ontario, Canada. For more details contact ask@interlog.com (Alex) or rdevans@sympatico.ca (Dave). Tel: (416) 229 2422 (Alex) or (416) 752 8019 (Dave).
- **October 1st.** IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000'. The Grandstand, Southwell Racecourse, Southwell, Nottinghamshire. Contact Ian Crawford, 51 Richmond Road, 36 Ver Road, Lincoln LN1 1LH. Tel: 01522 533380 or Email icrawford@tesco.net.

- **October 1st.** Mildenhall Scale Model Club 28th Annual Model Show at the Bob Hope Recreation Centre, RAF Mildenhall. For more information contact Jeff Hickford on 01638 714676.
- **October 7th.** Glasgow Open Model Show and Competition, Glasgow College of Nautical Studies, Thistle Street, Glasgow. For more details contact Geoff Crow (01560 484578), Billy McCunnie (0141 778 5954) or Jim Thomson (01501 763478).
- **October 7th.** The 3rd Annual West Florida Model Expo, Washington High School, 600 College Parkway, Pensacola, Florida. For more information contact Jim Scott Tel: 850 432 8413 (Email JSOTTGTP@aol.com) or John Struk Tel: 850 968 6008 (Email johnsmodels@hotmail.com).
- **October 8th.** The 8th bi-ennial Model Gala, presented by No. 2403 (Aldermaston) Sqn., ATC at The Hurst School, Tadley, Nr Basingstoke, Hants. For more details contact Keith Searle on 01189 812254.
- **October 8th.** International Model Exhibition, Halton Airfield, Nr Aylesbury/Tring. For more details contact E. Brooks Tel: 01628 475381.
- **October 9th & 10th.** Maquettexpo 2000 at Hyeres near Toulon (French Riviera). Contact Bertrand Deleest, Email: amv83kit@pacwan.fr.
- **October 11th.** IPMS Portugal, Portuscula 2000 at Câmara Municipal de Matosinhos. For more details contact IPMS Portugal, Rua de Ernesto Silva, 129 4400 V.N. de Gaia, Portugal. Email: lpbarbosa@mail.telepac.pt.

- **October 21st & 22nd.** IPMS (UK) Modelworld 2000, Telford Exhibition Centre, Telford, Shropshire. For more details contact Nick Allen, Email: nick@ipmsuk.globalnet.co.uk
- **October 29th.** Leicester Model Show, Aylestone Leisure Centre, Leicester. For more information contact Vic Jansons Tel: 0116 210 7640 (Leics).
- **November 19th.** Modellers Club Sabena Open Contest 2000 at the Royal Atheneum Zaventem, Hoogstraat 50, 1930 Zaventem, Belgium. For more information contact sergei@wanadoo.be, vanclee@worldonline.be, pascal.masschelein@chello.be or kris.deman@sabena.com.
- **November 25th.** IPMS Abingdon Model Show, Preston Road Community Centre, Abingdon. For more information contact Tony Clements Tel: 01235 522893 (Oxon).
- **January 14th.** Bolton Model Bonanza, Ridgmont House, Horwich, Bolton. For more information contact Dave on 01204 695375 or Email ipms.bolton@talk21.com.
- **April 1st.** The Shropshire Scale Modellers present The Shropshire Model Show, Royal Air Force Museum, Cosford. For more details contact the Royal Air Force Museum Cosford, Shifnal, Shropshire TF11 8UP. Tel: 01902 376200.



Diary

Events Diary at a glance 2000

- September 30th & October 1st.** ■ 'Mauges Expo 2000' (France).
 - October 1st.** ■ IPMS Wallingford Model Show.
 - October 1st.** ■ Mega-city Model Motor Madness, Toronto, Canada.
 - October 1st.** ■ IPMS Lincoln/IPMS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000'.
 - October 1st.** ■ Mildenhall Scale Model Club 28th Annual Model Show.
 - October 7th.** ■ Glasgow Open Model Show & Competition.
 - October 7th.** ■ West Florida Model Expo 2000 (USA).
 - October 8th.** ■ Model Gala, 2403 (Aldermaston) Sqn. ATC.
 - October 8th.** ■ International Model Exhibition, Halton Airfield.
 - October 9th & 10th.** ■ Maquettexpo 2000 (France).
 - October 11th.** ■ IPMS Portugal, Portuscula 2000.
 - October 21st & 22nd.** ■ IPMS (UK) Modelworld 2000, Telford.
 - October 29th.** ■ Leicester Model Show.
 - November 19th.** ■ Model Club Sabena, Zaventem, Belgium.
 - November 25th.** ■ Abingdon Model Show.
 - 2001**
 - January 14th.** ■ Bolton Model Bonanza
 - April 1st.** ■ Shropshire Model Show.
- IPMS (UK) Recorded Events Information Line
+44 (0)1332 776 776

For Sale

- Arba 1/48th scale Bf 110G-2/4 resin conversion (£10), Hobbcraft FG-1D Corsair & Hi-Tech set (£13), Monogram Luftwaffe CL-13 Sabre (£6), Airfix Mosquito Xtracraft 'Bulldog' and Raps (£12) and Airfix MiG-17 & Eduard etched set (£10). Contact Graeme Snadden Tel: 01284 760489 or Email Graeme.Snadden@ukgateway.net.
- Collection of scale plastic model kits, Airfix, Matchbox, Revell etc. Send SAA for lists to: S. Ripley, 20 Valley Road, Thornhill, Dewsbury, W. Yorks. WF12 0JY
- Kits for sale: Frog 1/72nd F4U-6 Corsair (£2.00), Heller 1/144th Breittling Orbiter 3 *Plus Pack* (£10.00), Hobbcraft 1/72nd C-45G/H Expeditor (£7.00), Italeri 1/72nd Ju-52 Minesweeper (£10.00), Fiat BR.20M (£10.00), LS 1/72nd Mitsubishi Ki-48II Trainer (£10.00), Ki-67 Peggy (£12.00). All prices inc UK P&P. Contact the Editor via the editorial address or Email [SAMED@compuserve.com].
- Collection of unmade aircraft kits, WWI to present day. Mostly 1/72nd scale but some 1/48th, including some rarities. For lists please send SAE to C. Gladwell, Station Ops, RAF Valley, Anglesey, LL65 3NY.
- Large collection of made model aircraft (MDT kits). Mostly 1/72nd scale, some in 1/48th &

1/144th (all packed).

Contact E. Bulling 01980 653042 (Wiltshire).

- Monogram 1/48th scale Pro-Modeller Messerschmitt Bf 109G-4 (£13.00), Revell® 1/72nd scale Arado Ar 240C-02 (£7.00) and Revell® 1/72nd scale Bristol Blenheim Mk VI (#5.00). Add 10% P&P Contact D. Lines, 27 Lynnington Lane, Treton, Rotherham, S. Yorkshire. S60 5UG.

Wanted

- Decals for Hasegawa 1/48th scale Alcock & Brown Phantom. May consider complete kit if price is right. Contact Steve on 01388 517353 (Co. Durham).
- Replic magazines Nos 7, 9, 12, 21, 41, 43, 58 & 59. Contact the Editor, in writing, at the editorial address or e-mail SAMED@compuserve.com.
- Monogram 1/48th scale Delta Dart and Delta Dagger kits. Also Revell and Airl 1/144th scale kits of same aircraft, plus decals etc. Contact Stuart on 01592 771951 (evenings only).
- Photocopy of article 'The one who nearly got away' from Scale Aircraft Modelling Vol. 7 Iss 8 (May 1985). Contact Jean Michal Cala, 16 Allée des Amouries, Font Sarade, 13500 Martigues, France.
- Tornado ADV F3 instruction booklet for Airfix kit #09175 (1/48th scale). Contact Chris Weeks 01249 816528 (evening only).

- Scale Aircraft Modelling Vol. 4 Iss 2 with decal sheet of Pakistani Air Force. Would prefer decal sheet only. Contact Kash at kashif.lakhanpal@biometmail.com.

- Fujimi (or Astro) 1/48th scale Bf 110, Hi-Tech 1/48th scale Bf 109G-12 and any information on the interior of the Falry Barracuda. Contact G. Scott Tel: 01785 714441 (Staffs).

Information

- Any info and photos on the 'Ultravision' B-29 modifications of the late 1940s. All information gratefully received. Contact the Editor at the editorial address or Email SAMED@compuserve.com.

Pen Pals

- Can anyone help me in tracing Igor Stevtlov (previously of 410600 Saratov, Russia). Contact

Please Note...

All submissions to the Readers Classified section MUST be typed. We will no longer entertain any hand-written submissions. We regret having to insist on this, but a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

Pete Baston c/o SAM Publications, 4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford. MK41 7PZ. United Kingdom.

- Can anyone who was a member of IPMS JHQ please contact Gary Stevens, 8 Whittemere Road, Shrewsbury, Shropshire. SY1 3BT for a possible reunion display at the IPMS Nationals.

- Members of the Czech PMC would like to co-operate with clubs abroad. We're mainly interested in 1/48th and 1/72nd scale aircraft and can offer information about our activities on disc in a *ppt file. Contact Libor Maly, Cernohoreskeho 741, 288 02 Nymburk, Czech Republic. Email: galler@ceb.cz.

Readers Classified

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to: **Readers Classified**
SCALE AVIATION MODELLER International
4 Princeton Court, Pilgrim Centre, Brickhill Drive, Bedford MK41 7PZ
Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications/ DNGes Marketing cannot be liable for any errors and/or omissions. No confirmation of receipt will be given for adverts (inc. Email & Fax).

Classified

Address List

Note: Please refer to the individual review to identify the UK importer or distributor of each range. See advertisements in this and previous editions in regard to model shops and mail order establishments listed in reviews.

Academy Plastic Model Co., Ltd.
273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
Tel: 82-2-908-7000
Fax: 82-2-997-3003
UK Importer: Toyway

Airfix
Marfleet, Hull,
North Humberside.
HU9 5NE
Tel: 01482 701191
Fax: 01482 712908

Airlife Publishing Ltd.
101 Longden Road,
Shrewsbury, Shropshire,
SY3 9EB
Tel: 01743 235651
Fax: 01743 232944

Airwaves
See ED Models

Amerang Ltd
Commerce Way,
Lancing, West Sussex.
BN15 8TE
Tel: 01903 765496
Fax: 01903 765178

Airways Graphics International
P.O. Box 737,
Blackburn,
VA 24063-0737,
USA.
Tel: 540 552 6737
Fax: 540 552 6739
Email: jrh@airwaysgraphics.com

ARBA Products
166 Bishopscote Road,
Luton,
Bedfordshire.
LU3 1PE
or
88 Lawrence Road,
Biggleswade,
Bedfordshire.
SG18 0LU
Tel: 01767 316560

Aztec Modelling Techs & Details
Rancho Colorado 16,
Sta. Cecilia,
Coyoacan,
C.P. 04930,
Mexico, D.F.,
Mexico.

Bare-Metal Foil Co.,
P.O. Box 82,
Farmington,
MI 48332,
USA.
Tel: 248 477 0813
Fax: 248 476 3343

Brookhurst Hobbies
12188 Brookhurst St.,
Garden Grove,
CA 92840,
USA.
Tel: (714) 636 3580.
Fax: (714) 636 9150
Email: Brookhobby@aol.com

C&H Aero Miniatures
4851 Cythia Lane,
Murfreesboro,
TN 38127
USA.
Tel: 615 896 1119
or
322 Manedilla Way,
Murfreesboro,
TN 37127,
USA.
Tel: 615 393 0127

Cloud Master Decals
See Dutch Decals

Cobra Company
3313 Pathway Ct., Falls Church,
VA 22042,
USA.
Tel/Fax 703 204 9412

Copper State Models
3245 E. Hillary Drive,
Phoenix, AZ 85032,
USA.
Tel: 602 867 8822
Fax: 602 667 1984
Email: copperst@amug.org

(The) Crowood Press
The Stable Block
Crowood Lane, Ramsbury,
Marlborough, Wilts.
SN8 2NR
Tel: 01672 520320
Fax: 01672 520280

Custom Aeronautical Miniatures
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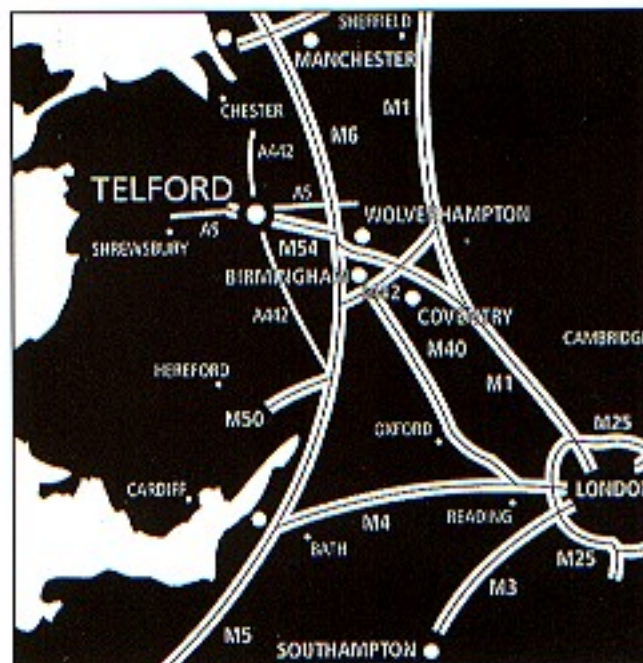
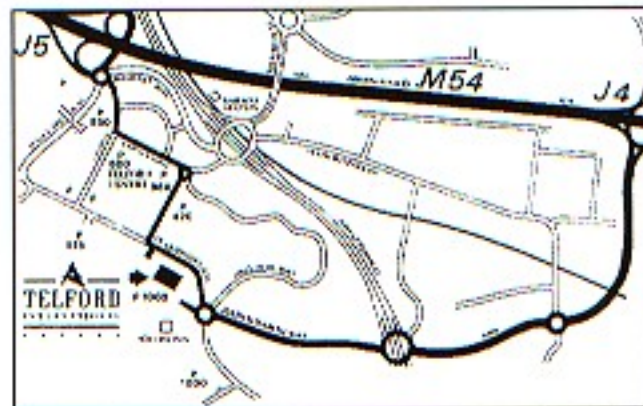
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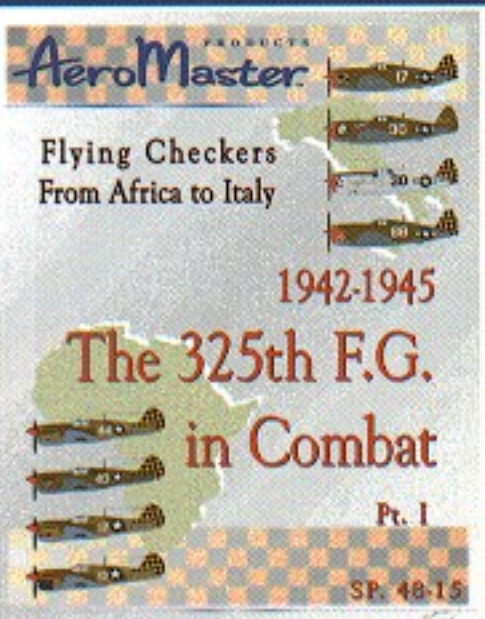
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